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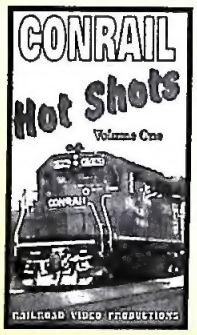
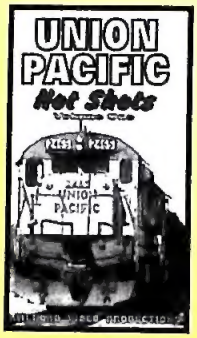


Tape No. 117
This program features non-stop Conrail run-by action at selected locations in Pennsylvania and New York. A wide variety of Conrail diesel power is seen as well as diesels of Southern Pacific, Union Pacific, Cotton Belt, Gilford and Norfolk Southern. Truc-Trains, Unit trains and mixed freights are seen as well as a few Amtrak passenger trains. The entire program was shot by Tim Hosey in 1993.

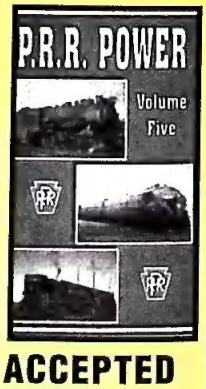
Tape No.HM-5
The Lackawanna and the Erie merged in 1960. This program shows the railroads in action before and after the merger. You will see Lackawanna FT's and E units in the Poconos as well as the Erie's fleet of RS diesels on commuter trains at Ridgewood, Ramsey and Passaic, NJ. Post merger action features Alco PA's on the Moonda Viaduct, Baldwins on coal trains an F units on a fan trip on the Bangor & Portland Branch near Nazereth. Edited from 8 & super 8mm film.



Tape No. 118
This program features non-stop Union Pacific run-by action at selected locations in Nebraska. A wide variety of Union Pacific diesel power is seen as well as diesels of the Burlington Northern, Chicago & Northwestern, Norfolk Southern and Nebraska Central. The entire program was shot by Tim Hosey in 1996.

Tape No. 116
This program features "Railfest 96" held in June 1996 at the Cape Cod Railroad in Hyannis, MA plus a cab ride from the Buzzards Bay Bridge to Hyannis, MA.

Tape No. 316
This program features non-stop CN, CP and Montreal Urban Commuter train run-by action in Canada's Quebec and Ontario Provinces. The entire program was shot by Tim Hosey.



Tape No. 115
This program features never before released P.R.R. run-by action at locations including Bay Head Jct., Pt. Pleasant, Manasquan,Matawan, Cliffwood Beach, South Amboy, Bellwood, Enola, Horseshoe Curve, Altoona, Holidaysburg, Lewistown, Duncannon, Sunbury and Shamoken. Also included is a 1955 P.R.R. produced film titled "Trains, Tracks & Safety Facts".

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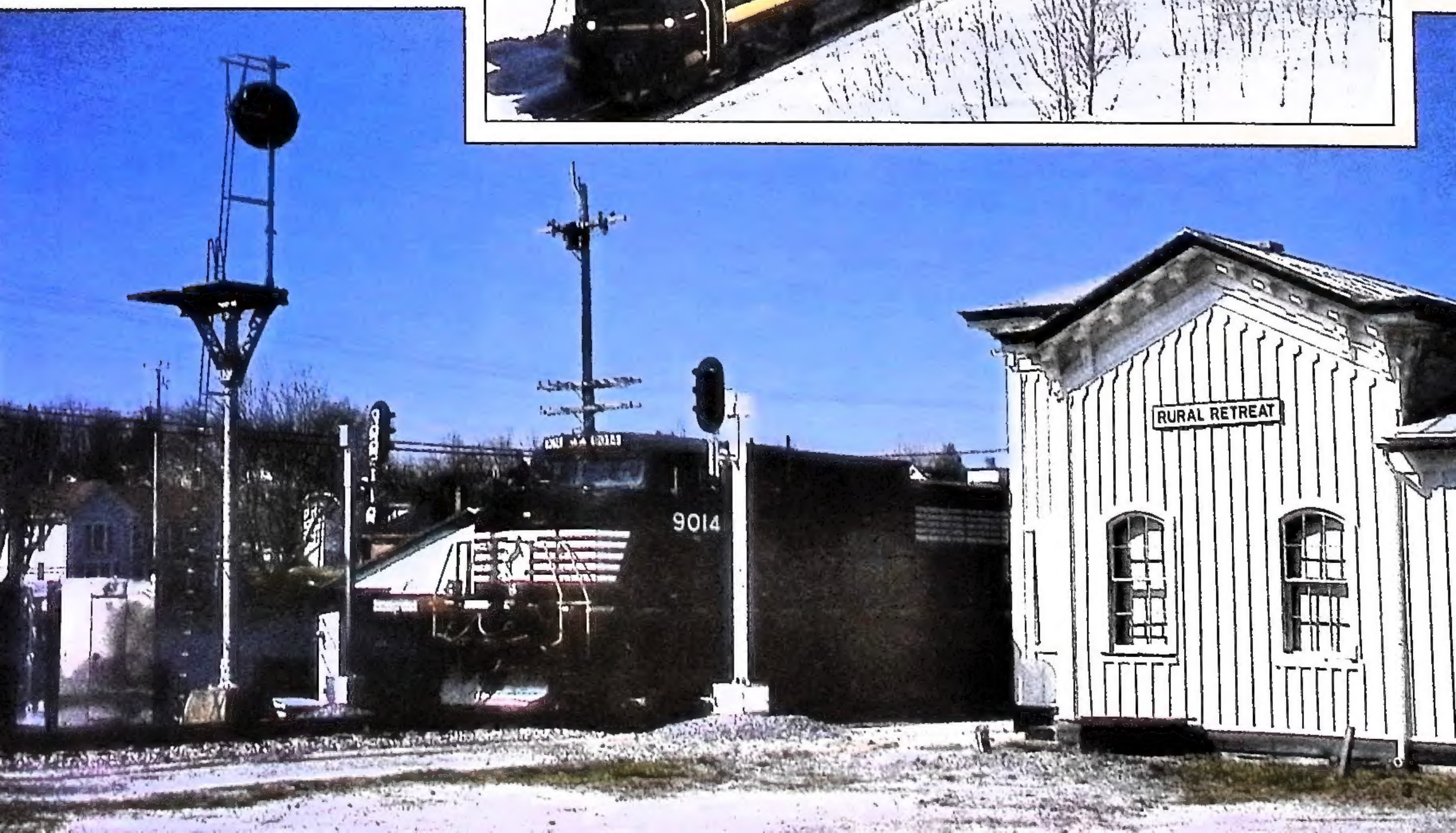
KODACHROMES: ABOVE, DAVID BAER / BOTTOM, ERIC MILLER

W&LE TRAIN 127 was westbound out of Rook, Penn., on April 8, 1997, with NS SD70 2334 leading SD60 6334. The intermodal trains are part of a new NS/W&LE venture. See RAILNEWS.

OTTAWA VALLEY RAILINK has a new paint scheme. Former SP GP9s 4203 and 4204 **(right)** sported the black and yellow livery while at Markstay, Ontario, on April 1, 1997. See RAILNEWS.

N&W POSITION LIGHTS continue to be replaced by Southern Railway-style targets. NS Chicago-Norfolk stack train 236 was through Rural Retreat, Va., on March 30, 1997. See RAILNEWS.

KODACHROME: PIERRE OZORÁK



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From the Publisher's desk: The Great Railroad Shows

The Philadelphia Centennial Exhibition of 1876 was probably the first major world fair in the United States featuring railroad transportation. Among the exhibits were the Baltimore & Ohio's 2-6-0 No. 217 *J.C. Davis*, then the largest locomotive in the world, and the Pennsylvania's 4-2-0 *John Bull* built by Stephenson & Co. in England and shipped to the U. S. in 1831.

Transportation history was a feature of the World's Columbian Exhibition in 1893 where the B&O was a major exhibitor. Four small B&O 0-4-0 Grasshopper locomotives built about 1835 were rebuilt to resemble the 1835 *Thomas Jefferson* (unaltered), Winan's crab *Mazeppa*, the 1832 *Atlantic* and the 1833 *Traveller*.

Other B&O museum pieces which have been saved include the 1829 0-4-0 *Tom Thumb* replica, the 1837 4-2-0 *Lafayette*, the 1848 0-8-0 *Memnon*, the 1856 4-4-0 *William Mason*, and the 1863 *Thatcher Perkins*. These locomotives eventually formed the nucleus of the B&O Railroad Museum at Baltimore, Maryland.

The Pennsylvania Railroad was another exhibitor at the Columbian Exhibition, with its *John Bull* and two 1836 coaches, one of which was an original and had been used for years as a chicken coop! The PRR also exhibited two giant articulated flat cars of 32 and 24 wheels each, carrying giant Krupp cannons of 16.5 inches and 10 inches respectively. The larger cannon with car weighed in at 460,000 pounds! Other PRR exhibits included an inspection car, coach, freight car, railroad artifacts and a large collection of scale models.

The passage of time saw even more railroad fairs. In 1927 the B&O sponsored the "Fair of the Iron Horse" near Baltimore, which again saw the vintage power of years past in action. Rail equipment was again on display at the 1933 Chicago "Century of Progress" fair.

The 1939-1940 New York World's Fair offered a tremendous rail exhibit with operating model railroads, a large railroad yard which included a GG-1, New York Central 4-8-2, Pennsylvania S1 Duplex 6-4-4-6 6100 lettered "American Railroads," the LMS *Coronation Scot*, and a Long Island rotary plow. The British loco was recalled home early, sorely needed for the war effort.

The highlight of the railroad exhibit was the giant staged musical "Railroads of Parade," created by the great Kurt Weill which depicted the history of the American railroad from the earliest horse-drawn trains to New York Central streamlined 4-6-4s and Lackawanna Poconos parading back and forth under their own steam.

In 1948-1949 the railroads, in a tremendous promotional effort to attract passengers and freight to their new trains, staged the Chicago Railroad Fair. The C&O steam turbine was on display along with UP 4-4-0 No. 22. The diesel, gaining in popularity, dominated the show. The GM *Train of Tomorrow* and the Milwaukee's *Old Maude* by Alco were but two of the numerous attractions. Once again the Kurt Weill musical was recreated, but this time with more of a Western/Midwestern theme which ended with the *Pioneer Zephyr* growling across the stage.

The era of great railroad fairs is probably over, replaced by shows at such great railroad museums as Sacramento, Baltimore and Steamtown. Special events such as those held at Hoboken, New Jersey, by New Jersey Transit, and the festival at Greenfield Village in Michigan are throwbacks to the days of great rail fairs.

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COVER

Westbound Union Pacific G2LAD-24 was rounding the curve coming into Logan, Iowa, on UP's Boone Subdivision, behind C&NW Dash 9-44CW 8720 and UP Dash 8-40C 9223 on August 24, 1996. Explore this busy part of the Hawkeye State in "The West Iowa Bottleneck" by Mark Bess beginning on page 28. Kodachrome by Mark A. Bess.

RAILFAN & RAILROAD (ISSN 0163-7266) is published monthly by Carstens Publications, Inc., 108 Phil Hardin Road, Fredon Township, (P.O. Box 700), Newton, New Jersey 07860-0700. Phone 973/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Periodical Postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Copyright © 1997 by Carstens Publications, Inc. Printed in U.S.A. Canadian GST #124725060.

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Getting old?

You know you're getting older when the June '97 R&R, with an FM diesel on the cover, and the June *American Photo,* with Marilyn Monroe nude on the cover, arrive the same day — and the first magazine you open is . . . RAILFAN!

TED BENSON
Modesto, Calif.

Desktop running

In the "Sorting out those Super Cabs" article in the June 1997 R&R you very briefly mentioned the "desktop" control layout now incorporated into the modern super cab locomotives. You might be interested in a locomotive engineer's point of view concerning this new design. As a road engineer employed by a major U.S. rail carrier, I find the modern super cab design to be preferred over the conventional cab locomotive. However, the desktop control layout is not really acceptable for some of the work to which the super cab-equipped locomotives are assigned.

The desktop control layout was originally designed for use by Amtrak and later picked up by the various major rail carriers for application in the super cab design. This control layout is fine for over-the-road operations requiring little switching and reverse movements. However, some of the railroads owning locomotives equipped with the desktop control layout assign them to operations requiring switching work and much running in reverse. Because the design of the desktop control layout requires the locomotive engineer to face forward in order to safely operate the locomotive, reverse movements pose safety problems with cars in tow. Additionally, it is difficult for the engineer to operate throttle and braking levers when constantly looking toward the rear during reverse movements.

For example, the railroad on which I am employed assigns their new super cab-equipped locomotives to unit coal trains from the mine to final delivery at the power plant, returning with empties back to the mine. Many times, upon climbing aboard a loaded unit coal train, I find two or more super cab-equipped locomotives all facing the same direction (m.u.'ed elephant style). Upon delivering the train to the power plant, an empty unit coal train must be brought back. Because of problems running desktop control layout-equipped locomotives with a train in reverse, I am forced to spend 90 minutes running light to the nearest wye, turning the locomotives and returning to the power plant to pick up empties. This causes the trip to be inefficient due to the design of the locomotive controls.

I have discussed the desktop control layout problem with several middle level rail carrier managers. They nod in full agreement with my complaints and lay the blame with the carrier's purchasing people — the people who issue contracts to EMD and GE for the purchase of the super cab-equipped locomotives, people who hardly ever leave their carrier's headquarters office and people who have no idea what it is like to spend twelve hours a day out on the road running the locomotives which they have purchased.

I have no problem with the computer screen displays that are replacing analog gauges in the locomotive cab. In fact, the computer screens furnish the engineer much more useful information than analog gauges. It's just that the controls used by the engineer to operate the locomotive must be more conveniently located to ensure full utilization in a safe and efficient manner. After all, just because it works well for Amtrak does not necessarily mean that it will work well in the freight sector producing gross ton miles in an efficient and safe manner.

CHARLES R. FOSS
Byron Center, Mich.

Illinois Central Mikados

I was glad to see former-T&NO 786 featured in the June 1997 issue of R&R. The *High Country Flyer* is surely one of the best operations in the tourist railroad business, and it is a pleasure to express appreciation to J. Parker Lamb.

However, I believe it should be noted that the Illinois Central 2-8-2s of the original 1500-2017 series were not of the Associated Lines "Common Standard" design. The big user beyond SP-T&NO of the so-called "heavy Mikado" of the Common Standard design was Union Pacific System which rostered 171 of these engines. Original assignments were 121 on the UP, 25 on Oregon Short Line, six on Oregon-Washington Railroad & Navigation and 19 on the Los Angeles & Salt Lake. Also, 25 of this design of Mikado were built for the Chicago & Alton, 20 in 1913 and five in 1918.

The IC 2-8-2s had 27″×30″ instead of 26″×28″ cylinders, total heating surface was 4020 square feet as compared to 4252 on the Common Standard (CS) design, with superheating surface of 1093 square feet on the IC engines and 885 on the CS engines. Although they shared the same grate area of 70.4 square feet, the boiler diameter of the IC 2-8-2s was 86 inches, and the CS engines had a boiler diameter of 80.5 inches. The tube/flue layout was different, with 36 large and 256 small flues on the IC and 38/275 on the CS design. Boiler pressure, of these engines when built was 175 p.s.i. on the IC in deference to the larger cylinders and 200 p.s.i. on the CS engines. Clearly, they were completely different. It is probably not well known that many of the UP engines, as well as the SP's, were used in mountain passenger service, until the delivery of 4-8-2s to both railroads in the 1920s.

I hope you will continue to have stories on the background of some of the various tourist steam locomotives in future issues.

LLOYD E. STAGNER
Newton, Kans.

Skeena memories

I particularly enjoyed the piece on the *Skeena* in the May 1997 issue. I rode this train back in '81, with F7 9175 hauling a heavier-than-usual consist of two steam heater cars, a baggage/dorm, a coach, a diner, a sleeper and a chartered sleeper/observation, the *Bedford.*

In the laid-back way of most Canadians,

KODACHROME: CHRISTOPHER KIMLER

New Haven revival

THE STATE OF CONNECTICUT has a continuing love affair with its vanished native railroad, the New York, New Haven & Hartford. Almost three decades after the New Haven was absorbed into Penn Central, the Nutmeg State is still filled with locomotives wearing black, white and Socony red. When the state's Department of Transportation needed a paint scheme for Metro-North commuter FL9s inherited from Conrail, at the suggestion of a railfan it selected the famous "McGinnis" livery instead of designing a new one. The same paint scheme was later applied to F7s and GP38s when Shore Line East service between New Haven and Old Saybrook began in 1990.

Now, two major museums with the New Haven as the primary focus are starting to take shape. The Railroad Museum of New England is operating trains out of Waterville on the Naugatuck branch using former NH RS1 529. The RMNE is also restoring the station in Thomaston, near the north end of their operations. On April 26, 1997, the Massachusetts Bay Division RRE sponsored a trip over the entire branch from Waterbury to Torrington, featuring photo stops at many scenic locations such as Jericho Bridge (**above**). RMNE also owns the last new diesel owned by the NH, U25B 2525, as well as a VIA FPA4, a CPR 4-6-2 and a pair of Boston & Maine SW1s. In all, RMNE owns about 80 pieces of equipment.

In nearby Danbury, the Danbury Railway Museum has taken over the passenger station and former-Conrail yard. Primary power is former-Rutland RS1 400 (originally Illinois Terminal 753) now masquerading as "New Haven 0673." Also on the property are RDC's 33 and 47, and Metro-North usually has a McGinnis FL9 sitting in their lay-over yard adjacent to the museum. Frequent trips are offered over the former-NH Maybrook Line and Beacon branch. On April 25, 1997, the only turntable in the state was put in service by the museum. The following day, NH 0673 was showing off its new colors, albeit unlettered (**below**). Long-term goals include rebuilding the roundhouse that once stood on the site.

The Railroad Museum of New England can be contacted at P.O. Box 4658, Waterbury, CT 06704; 203/469-6867. The Danbury Railway Museum can be reached at P.O. Box 90, Danbury, CT 06813; 203/778-8337 — S.B.

KODACHROME: STEVE BARRY

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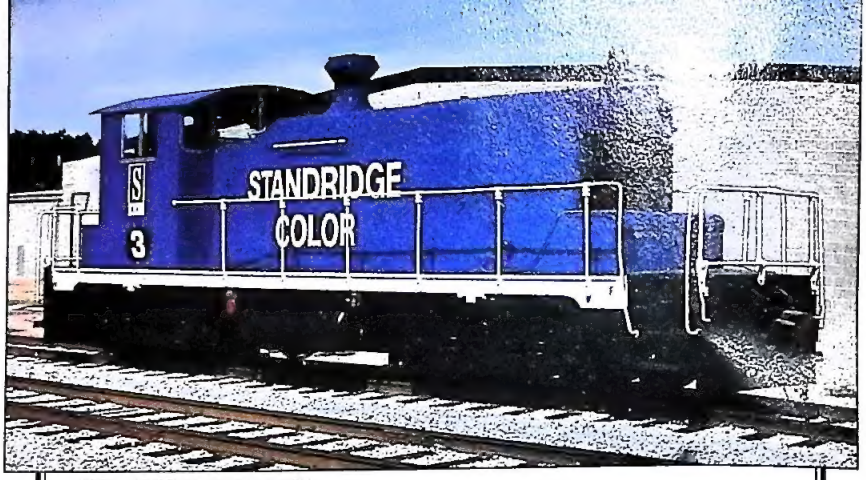


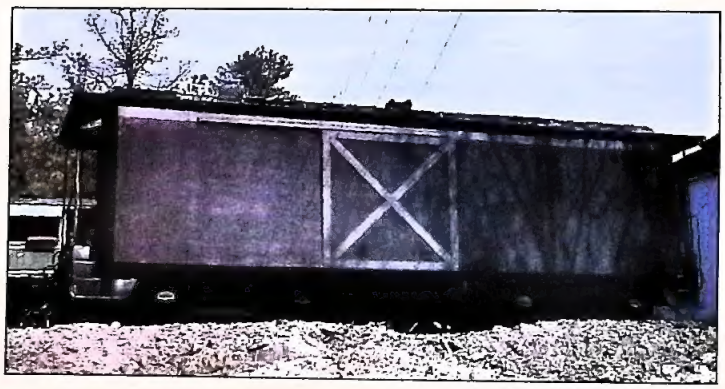
SOCIAL CIRCLE, GA., MARCH 12, 1997

Metamorphosis

THE WEBSTER NEW WORLD DICTIONARY defines *metamorphosis* as a "marked or complete change of character, appearance, condition, etc." Not unlike a lowly caterpillar evolving into a beautiful butterfly and a fresh, new life, former-Boston & Maine SW1 1114 has re-emerged as Standridge Color Corporation 3.

B&M 1114, built by EMD in 1946, later worked for Groveton Paper before heading for Dixie as Stone Mountain Scenic 114. Once in Georgia, it was disguised as a boxcar (**below**) and given the thankless task of pulling Stone Mountain's supposedly-steam-powered tourist trains on a five-mile loop around the base of the granite landmark, leaving the steamers to do little more than boil enough water to blow the whistle. In 1994 it shed its false freight identity, briefly re-emerging as B&M 1114 while it headed to locomotive dealer Railrhodes (**bottom**).

Now as Standridge Color 3, the unit's number is displayed on the cab in the style of NASCAR driver Dale Earnhardt. Unlike "The Intimidator," though, No.3's days of running in circles are over — JOE BROCKMEYER.



MONROE, GA., SEPTEMBER 7, 1994

STONE MOUNTAIN, GA., APRIL 12, 1989

THREE KODACHROMES: JOE BROCKMEYER

FUJI VELVIA JIM BOYD

Flues blues

THE FORT WAYNE RAILROAD HISTORICAL SOCIETY, operators of Chesapeake & Ohio 2-8-4 2716 in excursion service in 1996, will not be running the Kanawha in 1997. The Federal Railway Administration has turned down the society's request to extend the flue time on the locomotive. A request to extend the flue time on a steam locomotive is a routine procedure that almost every steam operator in the country goes through each year.

The "flues" are long pipes within the boiler which carry the hot gasses of combustion from the firebox through the barrel of the boiler to the smokebox, where the gas ultimately goes out the stack. The flues are surrounded with water and most of them have even more pipes called "superheater units" contained within them.

The law still on the books pertaining to the flue life states that flues must be replaced every five years. However, this law was written when steam locomotives were routinely operated 27 to 28 days each month. A typical main line excursion engine may not accumulate 28 days of actual "in service time" in a whole year. Therefore, after five years an official request to extend the flue time must be submitted each year to the FRA. If everything is in order, the flue extension request is granted. It is not uncommon for flues in a lightly used locomotive to be serviceable for 20 years or more.

In the case of 2716, the FRA is of the opinion that the flues have been in the locomotive long enough and should be replaced before the locomotive runs again. Replacement of the flues in a large steam locomotive like 2716 is one of the most time consuming jobs that can be done on an engine. In addition, the cost of materials alone can run to $30,000. It is simply not possible to do this job on this engine at this time. FWRHS doesn't have the funds, and, in any case, there isn't enough time to do the job and have the engine ready to run in 1997.

The Fort Wayne Railroad Historical Society owns Nickel Plate Road 2-8-4 765, which is undergoing work on its running gear and leases 2716 (**above**, viewed from the cab of 765 at the FWRHS shop in Fort Wayne) from the Kentucky Railway Museum. To fill in for 2716, FWRHS has leased former-Canadian Pacific 4-6-2 1293 from the Ohio Central (seen **below** at the October 1976 Railfan Weekend for former owner Steamtown USA in Bellows Falls, Vermont). The 1293 will power trips out of Kokomo and Logansport, Indiana, in July. See TIMETABLE for details — RICH MELVIN.

KODACHROME: JIM BOYD

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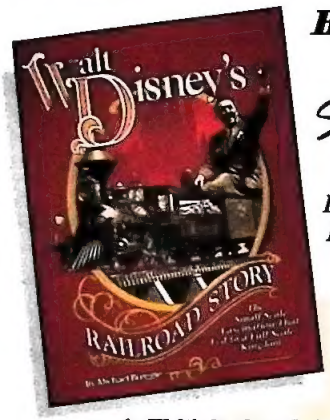

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MAG7

genial engineer Ralph Albert promptly invited me into the cab when he learned I was a visiting railfan from England, and I rode with him and fireman Terry Harris, both of Smithers, all the way to their home depot — I even handled the whistle chores!

That leisurely run along the moonlit river with the venerable 567 chanting contentedly behind us was, I guess, as near to heaven as one can get in this world.

Ralph is now retired, and the old F7 must surely have gone to the great scrapyard in the sky, but it's nice to know that the "Rupert Rocket" still runs — one day I'll join it again.

LAWSON LITTLE
Newark, Notts., England

Thanks for the Selkirk guide

What a great day my 82-year-old dad and I had on April 14, 1997, when we visited the Conrail yard in Selkirk, New York, just south of Albany. Our trip was the result of the very well written, accurate and detailed article in the April 1997 issue of R&R by Gary Schermerhorn. We followed his directions and suggestions right down to the "grub 'n' gas Stewart's Shops." We were able to find *all* of Gary's suggested railfan locations.

KURT S. RYDER
Southington, Conn.

French Hollow trestle

The photo of the "French Hollow" trestle in the April '97 Selkirk feature really took me back to my youth. As a teenager in the early '60s, I spent a lot of time fishing and exploring that site. I remember that we called it "French's Hollow," though. Too bad your readers can't see the large dam and reservoir directly behind the trestles. Thanks for the memory, Gary.

DAVID ROGAN
Hoffman Estates, Ill.

SD50s for KCS

In listing the EMD SD50s through SD90MAC's on page 35 of the June 1997 issue of R&R you omitted the ten Kansas City Southern SD50s, numbered 704-713, built in 1981. Also, just as information, the Kansas City Southern was instrumental in the development of the SD50 with its four SD40X 3500 h.p. units 700-703 built in 1979.

DON G. CAMPBELL
Kansas City, Mo.

NCVA heritage

I have a small correction to the news item on North Carolina & Virginia GP38AC on page 64 of the June '97 R&R. The line from Boykins, Virginia, to Kelford, North Carolina, is former-SAL; however, the remainder of the line from Kelford to Tunis was part of the ACL's Norfolk branch from Rocky Mount.

JOHN F. SULLIVAN
Laurinburg, N.C.

CSX getting a piece of Pennsy

On page 23 of the June 1997 R&R you state that CSX will get "the Big Four from Cleveland to St. Louis" in its Conrail acquisition. To the best of my knowledge, the Big Four from Terre Haute, Indiana, to Pana, Illinois, was abandoned and the track removed some years back. Conrail uses the old PRR track from Terre Haute to St. Louis and passes through my town of Effingham.

WES STEAD
Effingham, Ill.

TIMETABLE

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

FRISCO 1522 will be operating over BNSF en route to Galesburg Railroad Days. The planned moves include:

- **June 22-27,** *employee specials* from Lincoln, Neb., to Galesburg, Ill., via Souix City, Creston and Burlington, Iowa.
- **June 28-29,** on display at Galesburg Railroad Days.
- **June 30,** *ferry move* from Galesburg to St. Louis.

MILWAUKEE ROAD 261 will operate the following special moves over BNSF.

- **June 25,** *ferry move* departs Minneapolis Jct., Minn., approx. 9am, arrive LaCrosse, Wisc., approx. 1pm
- **June 26,** *ferry move* departs LaCrosse approx. 8am, arrive Galesburg, Ill. approx. 4pm
- **June 28-29,** on display in Galesburg, Ill., for Galesburg Railroad Days.
- **June 30,** *ferry move* departs Galesburg approx. 8am, arrive LaCrosse approx. 4pm.
- **July 1,** *ferry move* departs LaCrosse approx. 9am, arrive Minneapolis approx. 1pm.
- **July 3-6,** Minnesota Heritage Festival public excursions, two roundtrips each day from downtown Minneapolis.

For information on the Minnesota Heritage Festival trips contact Friends of the 261, 4322 Lakepoint Court, Shoreview, MN 55126.

TEXAS STATE RAILROAD, P.O. Box 39, Rusk, TX 75785 (903/683-2561 or 800/442-8951) will open its shop doors to the public for a behind-the-scenes view of its operations. The free tours will begin at the Rusk depot on June 27, 9am; July 19, 3pm; July 25, 9am and August 16, 3pm.

CLINTON CORNERS, NEW YORK, June 28-September 14. Exhibit on "Hudson Valley Railroads: Woodburners to Diesels" at the Clinton Historical Exhibit Center, Routes 115 & 17 (1 mile east of Taconic Parkway). Photos, memorabilia, operating layout of Hopewell Jct. circa 1920. Admission free. Information: 914/266-5494.

ILLINOIS RAILWAY MUSEUM, P.O. Box 427, Union, IL 60180, will hold the following special events. Museum admission is $8 adults, $6 children ages 5-11 and seniors on weekends, $6 and $3.50 weekdays. Special events may be slightly more.

- **July 3-6,** Chicago, Aurora & Elgin Festival.
- **July 4,** Annual Trolley Pageant.
- **July 19-20,** Diesel Weekend.
- **August 3,** 7th Annual Vintage Transport Extravaganza.
- **August 30-September 1,** Railfan Weekend.
- **October 18-19 and 25-26,** Harvest Days.

BOSTON, MASSACHUSETTS, July 3-19. "California Bound" from Boston and Washington to Los Angeles and San Francisco via regular Amtrak service. Price to be announced, $150 deposit will hold space. Information from Mystic Valley Railway Society, Inc., P.O. Box 486, Hyde Park, MA 02136-0486 (617/361-4445).

OSCEOLA, WISCONSIN, July 4. Trip to Amery, Wisc., to watch fireworks display. For information on the 40-mile round trip contact the Osceola & St. Croix Valley Railway, P.O. Box 176, Osceola, WI 54020; 800/711-2591 or 612/228-0263.

KOKOMO, INDIANA, July 4-6. Steam-powered trips over the Wineamac Southern in connection with the Haynes-Apperson Festival sponsored by the Fort Wayne Railroad Historical Society using Conrail's ex-CPR 4-6-2 1293. Four trips each day. Special evening train goes twice as far and includes dinner at your seat. Ticket hotline is 800/456-1106 or check FWRRHS home page at www.steamloco765.org. CANCELLED

RIO VISTA JUNCTION, CALIFORNIA, July 5. Railfan Day at the Western Railway Museum, 11am-5pm. Admission free with membership identification from any railfan organization. Tours of non-public areas of museum, diesel powered trips, discounts at museum store. Enjoy the museum compliments of the Bay Area Electric Railroad Association.

TENNESSEE VALLEY RAILROAD MUSEUM, 4119 Cromwell Road, Chattanooga, TN 37421 (423/894-8028) is sponsoring the following roundtrip "Dixie Land Specials" departing from Chattanooga into northwest Georgia powered by 2-8-0 **610**, 2-8-2 **4501**, GP7L **1829** or GP7L **1824**. Ticket prices are coach and most include dinner in the diner. Pullman seating or office car charter available at higher cost.

- **July 5,** to Chickamauga, "Pops in the Park" concert, $42, diesel.
- **July 26,** to LaFayette, $49, diesel.
- **August 23,** to Kensington, "TAG Steam Special," $49, **610**.
- **September 27,** to LaFayette, "Rails to Wings Special," $49, diesel.
- **October 4,** to LaFayette, $59, **610** & **4501** doubleheaded.
- **October 11, 18, 19, 25, and 26,** to Trion, $59, **4501**.
- **November 1 and 8,** to Trion, $59, **4501**.
- **December 12, 13, 14 and 20,** to Chickamauga, $50, diesel.

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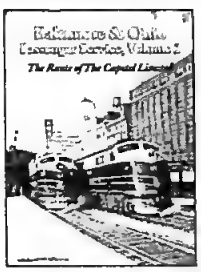

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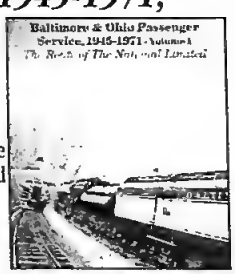

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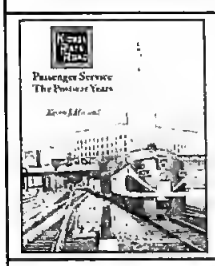

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SOUTH CAROLINA RAILROAD MUSEUM, 230 Industrial Park Road, Winnsboro, SC 29180 (800/968-5909) will feature the following special events. Tickets $4.75 adults, $2.75 children under 11.

July 5, Red, White and Blue Caboose Day.
August 16, Motor/Gang Car Day.
November 29-30 and December 6, train ride with Santa.

SEASHORE TROLLEY MUSEUM, P.O. Box A, Log Cabin Road, Kennebunkport, ME 04046 (207/967-2712) will hold the following special events.

July 5, USA Trolley Parade.
August 23, Trolley Birthday Party featuring 100-year-old cars.
October 17-19 and 24-25, Ghost Trolley.
December 6-7, Christmas Prelude with Santa.

BELLEFONTAINE, OHIO, July 12-13. Excursion to Jefferson, Ohio, each day over former Big Four and DT&I trackage. Tickets $35 coach, $45 First Class Lounge, $60 Premier Class. Contact Christian Academy Schools, P.O. Box 808, Sidney, OH 45365, 937/492-2059. VISA/MC accepted.

20TH CENTURY RAILROAD CLUB, 329 W 18th Street, Suite 902, Chicago, IL 60616 (312/829-4500) is sponsoring the following trips. Most use regular service trains and depart from Chicago locations. Write or call for full details

July 12-19, Denver via *California Zephyr.* Tours of Pike's Peak, Durango & Silverton, Royal Gorge
August 4-8, circle tour around Lake Michigan via motor coach featuring ride on Algoma Central.
September 6 or 7, Marshall, Mich., Home Tour via Amtrak.
September 20-25, tour of New England tourslit railroads.
November 8, Historic Pullman tour.
December 6-7, Jumer's Castle Lodge in Champaign, Ill., via Amtrak.
December 26-31, New Orleans via Amtrak.

UNION PACIFIC STEAM will operate in conjunction with Cheyenne Frontier Days. Scheduled power is 4-8-4 844 and Centennial 6936. Tentative plans include: **July 17,** *deadhead move* of equipment from Cheyenne to Denver; **July 19,** round trip from Denver to Cheyenne sponsored by Denver *Post* (call 303/296-4754 for ticket information); **July 20,** *deadhead move* of equipment from Denver to Cheyenne.

WILMINGTON, DELAWARE, July 19. 6th Annual Rail to the Fair trip to the Delaware State Fair in Harrington using Amtrak equipment. Optional side trip to Laurel, Del. Trip may also be boarded at Philadelphia or several locations in Delaware. For a complete schedule and fare information contact Christie Hoffman or Doug Andrews, Delaware Transit Corporation, 400 South Madison Street, Wilmington, DE 19801-5114; 302/577-3278 ext. 3412 or 3451.

LOGANSPORT, INDIANA, July 19-20. Annual Iron Horse Festival trips operated by Fort Wayne Railroad Historical Society to Bumettsville over the TP&W using Ohio Central's ex-CPR 4-6-2 1293. Trains depart 10:30am, 1pm and 3:30pm. Fare $8. Special dining train to Monticello departs 6pm, fare $19.95 includes a light dinner. Tickets from Iron Horse Festival Train, 9 Golfview Drive, Logansport, IN 46947; 219/722-IRON.

DULUTH, MINNESOTA, July 20-23. Great Northern Railway Historical Society annual convention. For information contact GNRHS, 1781 Griffith, Berkley, MI 48072-1222.

CHATSWORTH, ILLINOIS, July 26-27. Chatsworth Historical Society Festival trips operated by the Fort Wayne Railroad Historical Society over the TP&W using Ohio Central's ex-CPR 4-6-2 1293. Three trips daily. For more information check the FWRRHS home page at www.steamloco765.org.

CANCELLED

SMITH FALLS, ONTARIO, August 4. Annual Jigger Festival featuring a parade of track cars, motorcar rides, model railroads, handcar world speed record attempt, train operations and more. Free admission. Contact Smith Falls Railway Museum, 90 Williams Street, Smith Falls, Ontario, Canada; 613/283-5696; e-mail bk681@freenet.carleton.ca.

CINCINNATI, OHIO, August 9. Summerail 1997 at Cincinnati Union Terminal sponsored by the Cincinnati Railroad Club and Miami Valley Railfans. Multi-media slide shows, scheduled presenters include Mike Brestel, Al Clum, Willie Davis, Dale DeVene, Jr., Dave Lichtenberg, Scott Lindsey, Garland McKee, Allen and Bradley McClelland, Randy Nelson, Mark Perri, Dave Patch, Bob Todten and Scott Withrow. Railroadiana sale and tour of CUT Tower A. Tickets $12 payable to Cincinnati Railroad Club and mail to Summerail 1997, CRRC, P.O. Box 14157, Cincinnati, OH 45250-0157; 513/651-RAIL.

MILBANK, SOUTH DAKOTA, August 9-10. 13th Annual Milbank Train Festival featuring 21-mile round trips on the Whetstone Valley Express, model train and railroadiana displays, more. Trip tickets $15 adults, $10 children, $21 dinner train. Information from Whetstone Valley Railroad Historical Society, P.O. Box 631, Milbank, SD 57252; 800/675-6656.

RINGOES, NEW JERSEY, August 15-17. 60th Birthday Celebration for Black River & Western 2-8-0 60. Tentative plans include mixed train and night photo session Friday with locomotive lettered Great Western, trip over entire BR&W Saturday. More details to follow.

CHAMA, NEW MEXICO, August 16. Moonlight train ride and steak dinner on the Cumbres & Toltec Scenic Railroad. Trip departs Chama 3:15 pm. Fare $65 adults, $40 children under 12. For information contact Friends of the Cumbres & Toltec Scenic Railroad, Attn. Judy Lock, 5732 Osuna Road, Albuquerque, NM 87109; 505/880-1311.

OSCEOLA, WISCONSIN, August 23. Hi-Low Bridge trip to New Richmond, Wisc , via Wisonsin Central. Arts & crafts festival and chili cook-off at New Richmond.. For information on the 80-mile round trip contact the Osceola & St. Croix Valley Railway, P.O. Box 176, Osceola, WI 54020; 800/711-2591 or 612/228-0263.

FOX RIVER TROLLEY MUSEUM, P.O. Box 315, South Elgin, IL 60177-0315 (847/697-4676) will hold the following special events. Admission, unless otherwise noted, is $2.50 adults, $2 seniors, $1.50 children 3-11, under 3 free. Discounts may apply for some special events. Hours of operation are 11am-5pm unless otherwise noted.

August 24, Olde Time Commuter Day.
September 14, Fox River FolkFest (admission $.50 more).
October 5, CTA Day, two generations of "L" equipment.
October 12, Fall Caboose Rides.
October 25-26, Haunted Trolley.

TOUR ALASKA BY RAIL WITH CARSTENS, September 4-19. Ride Amtrak's Talgo train, VIA, Alaska Railway, White Pass & Yukon and BC Rail steam with RAILFAN & RAILROAD publisher Hal Carstens Tour cost $3560 per person (double occupancy) from Seattle Reservation deposit $250 For reservations or information contact World Rail Travel Specialists, Inc., P.O. Box 732, East Moriches, NY 11940-0732; 516/878-2260 or 800/821-6233.

TENNESSEE CENTRAL RAILWAY MUSEUM, 709 North Lake Circle, Brentwood, TN 37027 (615/781-0262) will sponsor the following trips. All trains require reservations. Contact the museum for ticket order form for all trips except Cookeville.

September 6, Nashville-Watertown, 76 miles, $15-$49.
October 3-4, Cookeville-Buffalo Valley, 32 miles, $10-$25. Contact Cookeville Chamber of Commerce, 302 South Jefferson Street, Cookeville, TN 38501 (615/526-2211) for reservations for these trips only.
October 11 and 18, Nashville-Watertown, 76 miles, $15-$49.
December 6, Nashville-Watertown, 76 miles, $15-$49.

WHITE RIVER JUNCTION, VERMONT, September 13. Chamber of Commerce Glory Dyas of the Railroad festival. Excursion train tentaively planned, Smith-Thompson Model Railroad & Railroadiana Show at American Legion Post. Admission free to festival, train show admission $2 adults, $1 under 12, $5 family. Information from Smith-Thompson, P.O. Box 828, White River Junction, VT 05001; 802/296-3001.

SKAGWAY, ALASKA, September 18-22. White Pass & Yukon Spectacular with charter steam and diesel, including passenger, freight and mixed consists to Lake Bennett and White Pass Summit with plenty of runbys. Information from Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870 or 916/836-1745.

HYANNIS, MASSACHUSETTS, September 28. Trip over Cape Cod Railroad using RDC's sponsored by South Shore Model Railway Club. Trip departs 10am, photo stops planned. Fare $45 before August 15, $49 after. Tickets/information from South Shore Model Railway Club, attn. Jack Foley, P.O. Box 144, Weymouth, MA 02188-0144; 617/337-2121; e-mail www.ssmrc.org.

HEBER CITY, UTAH, October 4. Fall Colors Spectacular on the Heber Valley Railroad with steam and diesel on passenger, freight and mixed train consists with photo runbys. Information from Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870 or 916/836-1745.

LAFAYETTE, INDIANA, October 10-12. Monon Railroad Historical-Technical Society's annual convention. Saturday bus tour of Michigan City branch, Sunday swap meet and self-guided layout tour. Tickets $35 for bus tour, $25 for Saturday evening banquet. Swap meet admission $3. Information from Tom Rankin, 313 East Wildwood Drive, Round Lake Beach, IL 60073-2042.

ROANOKE, VIRGINIA, October 11-12. Roanoke Railway Festival celebrating "Virginia Railroads and the Civil War." Event features tours, civil war reenactors, Buckingham Lining Bar Gang, Western Virginia Railfair, more. For more information conact the Virginia Museum of Transportation, 303 Norfolk Avenue, Roanoke, VA 24016; 540/342-5670

McCLOUD, CALIFORNIA, October 11-12 and 18-19. Steam and diesel excursion on the McCloud River Railroad. Information from Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870 or 916/836-1745.

NORTH CONWAY, NEW HAMPSHIRE, October 18. 23rd Annual Railfan's Day on the Conway Scenic Railroad. Grand Trunk 0-6-0 7470, three F-units GE 44-tonner, Alco S-2 and EMD GP7 on freight, passenger and mixed trains. All-day trip through Crawford Notch and over recently opened trackage to Redstone, night photo session hosted by Les MacDonald. All-day passes $35 (does not include Crawford Notch), all-day "Notch" passes $50 coach or $60 first class. Information from Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860-1947; 603/356-5251.

INTERNATIONAL TOURS

TRAINS UNLIMITED, TOURS, P.O. Box 1997, Portola, CA 96122 (800/359-4870 or 916/836-1745) is sponsoring the following foreign railfan tours. Call for details.

Ecuador, July 12-22. Baldwin steam and railcars.
South America, August 2-30. Ecuador, Peru, Bolivia and Chile with 34 charter trains; steam, diesel, electric and railcars.
Madagascar, October 18-27. Diesels and Michelin railcars.
India, December 6-20. Last of steam narrow gauge lines.

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RAILROADIANA MEETS

CHARLOTTE, NORTH CAROLINA, July 12. Southeastern Railroadiana Collectors 2nd Annual Railroad Collectibles & Model Train Show at Metrolina Expo Center, 7100 Statesville Road, 9am-4pm. Admission $4, under 13 free. Information: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327, 404/233-7991.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission, $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784, 410/795-7447.
July 12-13, Chantilly, Va., Capital Expo Center.
July 19-20, Monroeville, Penn , Pittsburgh ExpoMart.
July 26-27, Fitchburg, Mass., Royal Plaza Trade Center.
August 2-3, Timonium, Md , Fairgrounds
August 9-10, Edison, N.J., Convention & Expo Center.
August 16-17, Pennsauken, N.J , South Jersey Expo Center

LaCROSSE, WISCONSIN, July 19. Rail Fair '97 Model Railroad & Memorabilia Show & Sale at Copeland Park, 10am-4pm, sponsored by The 4000 Foundation, Ltd Admission $2, under 12 free with adult Also tours of steam locomotive, caboose and Grand Crossing Tower, BNSF locomotive display at LaCrosse Yard. Information: The 4000 Foundation, Ltd , P.O. Box 3411, LaCrosse, WI 54602-3411.

DENVER, COLORADO, July 19-20. Mile High Railfair at the National Western Complex, I-70 & Humbolt, 9am-4pm. Admission $3 adults, $1 children under 12. Information: Intermountain Chapter NRHS, 4701 Marion Street, Suite 305, Denver, CO 80216-2140.

AUSTINTOWN, OHIO, July 20. 17th Annual Northeastern Ohio Railroad & Transportation Artifact Show & Sale at Austintown Fitch High School, 225 Idaho Street, Mahoning Avenue exit off I-11, Youngstown, 10am-4pm. Admission $4, under 12 free. Information: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-1914.

CHATSWORTH, ILLINOIS, July 26-27. Swap meet & railroadiana show at the American Legion Hall for Chatsworth Heritage Days sponsored by the TP&W Historical Society and Chatsworth Historical Society, Saturday 10am-6pm, Sunday 11am-4pm. Free admission. Information: William C. Faehse, 7016 Keeney Street, Niles, IL 60714; 847/967-7352.

HAMBURG, PENNSYLVANIA, July 27. 26th Annual Hamburg Dutch Train Meet at the Hamburg Fire Company Field House, Pine Street, 9am-1pm. Admission $3, under 12 free. Information: Sam Lenhart, 1251 Upper Van Reed Road, Leesport, PA 19533; 610/374-5694.

GILBERTSVILLE, PENNSYLVANIA, August 10. Train-O-Rama at the Gilbertsville Fire House, Rt. 73 east of Rt. 100, 9am-2pm. Admission $3 adults, children under 12 free with adult. Information: Mary Preudhomme, 233 Long Lane Road, Boyertown, PA 19512; 610/367-7857.

DELAND, FLORIDA, August 16. Sunshine Railroadiana & Collectors Assoc. annual Central Florida Railroadiana Show at Volusia County Fairgrounds, I-4 and SR 44, 9:30am-3:30pm. Admission $3, under 12 free. Information: Phil Cross, 410 N. Lakeview Avenue, Winter Garden, FL 34787; 407/656-5056.

VIDEOS

reviews by Christopher Kimler

Contemporary Boston streetcars

"Boston's Green Line," from Carson Home Video, P.O. Box 42582, Philadelphia, PA 19101-2582; 215/632-4600, fax 215/632-4030; $25.00 plus $5.00 shipping; 50 minutes, color, stereo hi-fi sound.

The Green Line of the Massachusetts Bay Transportation Authority was one of the last trolley lines built during the decline of streetcars in the middle of this century. While many cities had pared down or completely abandoned their streetcars, the Green Line was completed in 1959. It would be almost two decades before the "light rail" rage began to sweep North America again. This tape, shot in 1992, covers this modern line.

Our tour begins at Riverside, where we get a quick look at the area surrounding the station. We then board a Type 7 car, built by Kinki Sharyo of Japan in the mid-1980s. The bulk of the tape consists of a "cab ride" over the entire line, but the monotony of looking forward is broken up with numerous lineside views. The sound is all "live," and we hear the clatter of the coin box as passengers pay their fares.

The Green Line was built over the former Newton Highlands commuter branch of the Boston & Albany, and as we head toward Boston we see former B&A stations still used by the MBTA at Newton Highlands and Newton Center. Most of the right-of-way is tightly tree lined, so there isn't a whole lot to see beyond the ballast, but there are numerous meets with outbound cars.

Upon arriving at Reservoir, we are treated to a tour of the Green Line shops and a look at the problem-plagued Boeing LRV's. Then it's back on the car as we continue eastward. Approaching Brookline Village the trees finally drop away, and we get to see factories and houses snugged tight against the tracks.

Getting close to Boston we pass Fenway Park, home of the Green Monster and the Red Sox. We then leave the surface trackage and enter the well-illuminated subways. A short tunnel connects the B&A right-of-way with the pre-existing Beacon Street branch of the subway. Our first underground stop is at Kenmore, but we also see street-level scenes showing the station entrance.

As we approach Boylston, we enter the first true underground transit line in North America, constructed in 1897. At Park Street we get a quick glimpse of the Red Line, which is a third-rail-powered subway, and again go to street level to see Boston Commons. At the last station we encounter, Government Center, we briefly see the Blue Line subway. The Green Line continues another four stations, but these are only served by cars coming from different branches on the line. Riverside cars go through the loop at Government Center, which is the final scene on the tape.

The Green Line is a good subject due to its varied history and right-of-way. The camera work from the cab (I know streetcars don't have cabs, but you know what I mean) is steady (it bumps a little on turnouts), and the lineside footage is, for the most part, shot off a tripod. The sound of the streetcar in the on-board footage drowns out most of the chatter from the passengers. A polarizing filter would have been helpful, as there are occasionally reflections in the windshield of parking lots and the like. Also, the camera's automatic exposure function should have been turned off while shooting from the cab — whenever the car goes under a bridge everything on the far end of the overpass washes out. Overall, though, the camera work is clean. Narration is sparse, giving a few facts, but as the car approaches each station a map is superimposed on the screen showing the name of the station and its approximate location on the line.

The tape is a good value. I particularly liked the way the lineside scenes were mixed in with the cab footage. If you're heading for Boston, I would recommend viewing this tape before you leave — S.B.

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Creating a *TORNADO*

by Mike Walker

BACK IN 1990 the proposal was simple. If a thousand railfans would each agree to donate the price of a pint of British beer (then about $2.00) every week for ten years, an express passenger steam locomotive could be built from scratch. This may seem an impossible dream, but British railway preservationists have never been ones to shy away from a challenge — and they came forward to answer the call. Today, that dream is rapidly becoming reality.

In the near half century since British railway preservation took its first tentative steps, the resulting industry has managed to maintain and reinvent many of the skills needed to restore and keep a huge fleet of steam locomotives active. Those which were rescued from the infamous Barry Scrapyard in South Wales were often little more than shells requiring the manufacture of a huge range of items from small non-ferrous fittings to boilers, cylinders, driving wheels, side rods and valve gear. In short, by the close of the 1980s British preservation had established the capability to build all the main components of a steam locomotive, and a number of replicas of the early pioneers and narrow gauge locomotives were produced. But to contemplate building 185-ton, standard gauge, three-cylinder Pacific for main line excursion service was a quantum leap forward.

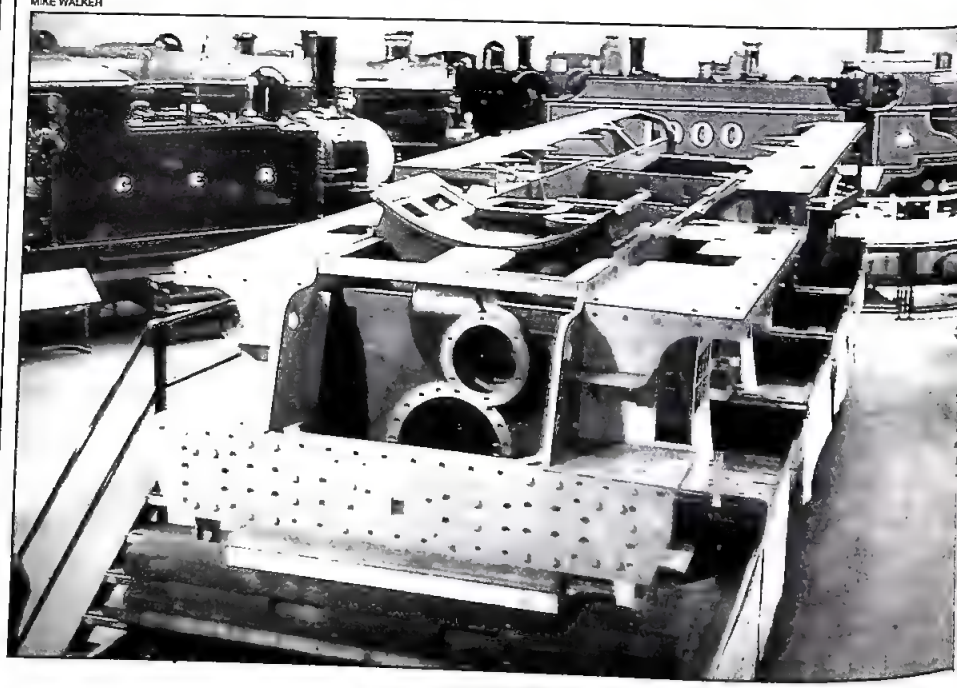
The aim of the A1 Steam Locomotive Trust is to build and operate one of the London & North Eastern Railway's Class A1 locomotives. Designed under the direction of the LNER's last chief mechanical engineer, Arthur Peppercorn, 49 were built by the Darlington and Doncaster works in 1948-'49, just after nationalization, and carried British Railways numbers 60114-60162.

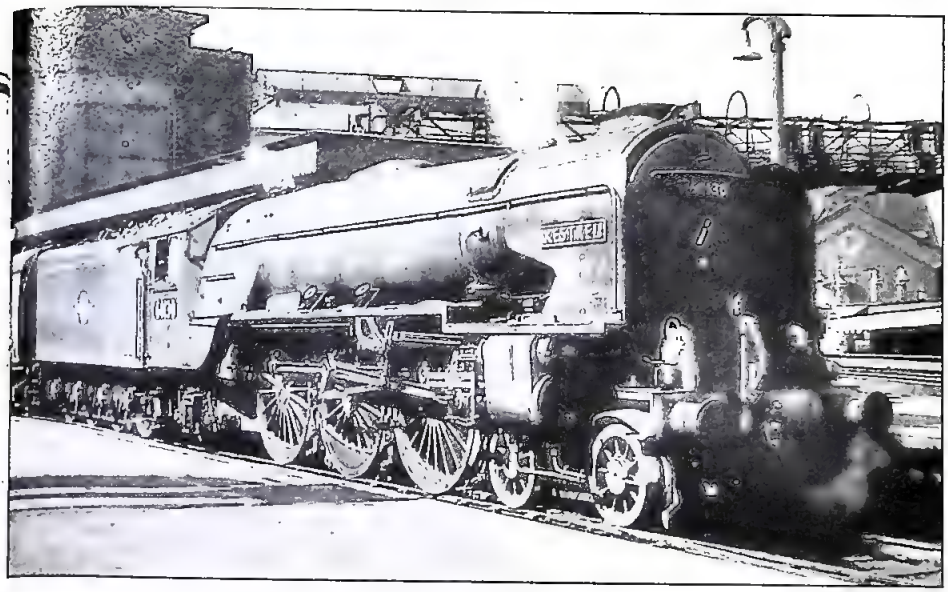
They were the final development of a dynasty of LNER Pacifics which had begun with Sir Nigel Gresley's pioneer *Great Northern* in 1922, which was soon joined by legendary classmate *Flying Scotsman.* The Peppercorn locomotives differed principally from the Gresley designs by having three independent sets of Walschaerts valve gear, whereas Gresley used only two with a "conjugating lever" to drive the inside cylinder valve (the same arrangement was originally used on the UP 4-12-2s). The A1s served well through the 1950s alongside the Gresley A3s and streamlined A4s but were overtaken by dieselisation in the early sixties. BR's Eastern Region did not send its redundant locomotives to Barry, and consequently nearly all the Pacifics were scrapped; only *Flying Scotsman,* six A4s (two exported to North America) and a single example of the smaller-wheeled A2 survived. The lack of an A1 in preservation, however, was a major omission, as it was the only type of express power from the East Coast Anglo-Scottish main line from Patrick Stirling's 4-2-2 with its eight-foot driving wheels of 1870 to the Deltic diesels of 1961 not to survive. It was to correct this state of affairs that the Trust was formed.

The new locomotive, which is to carry the number 60163 and the name *Tornado,* is not regarded as a replica but the 50th member of its class and will incorporate a number of internal design changes to allow for modern safety regulations and techniques. For example, the former riveted steel boiler and copper firebox will be replaced by welded steel assemblies.

Once it was clear that the necessary finance would be forthcoming, work began by assembling as much information as possible. Fortunately, 80% of the original drawings were in the custody of the National Railway Museum at York, and these were scanned into a Computer Aided Design system for easy copying and modification. The missing drawings will be replaced from

MIKE WALKER





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scratch using available evidence. Metal cutting began early in 1994 when the frames were profiled and then machined. British Steel provided the material and facilities at very favourable terms to the trust; indeed, many British companies are providing sponsorship for the project in the form of materials and/or services.

The frames were followed by the casting of the frame spacers, six 80" diameter driving wheels and the three cylinders during 1995. Meanwhile, a host of smaller but equally essential components were also being manufactured. The whole project is being professionally managed, and work is progressed by a complex critical path diagram.

The tender is also under construction and employs the rigid four-axle frame from the auxiliary tender which accompanied *Flying Scotsman* on its U.S. tour in the '70s. This is the only part not being built new, although the superstructure will be all new and will incorporate a stainless steel water tank to reduce future corrosion problems.

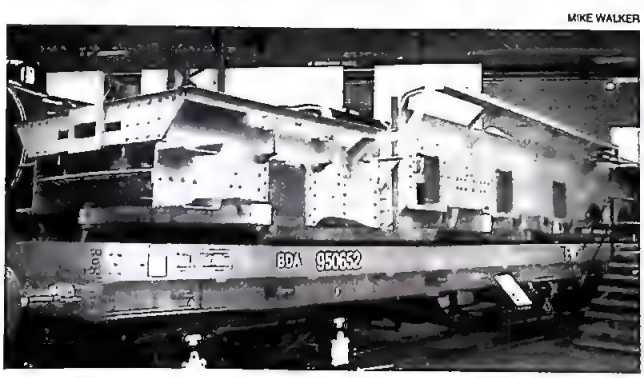
By the second half of 1996 work began on the erection of the locomotive with the assembly of the frames. This is initially being carried out by sub-contract at the Tyseley Locomotive Works of the Birmingham Railway Museum. However, in September 1997 *Tornado* will move to its permanent home at Darlington for completion. Here an historic railway building, a former car shop of George Stephenson's pioneer Stockton & Darlington Railway, is being renovated at a cost of $500,000, which is being met by grants from the local council and National Lottery Heritage Fund. Once the locomotive is installed, the public will be able to view the later stages of construction.

To let the public see progress so far and to stimulate further fund-raising to keep the project on target, the assembled frames, complete with middle cylinder in position, were displayed at the NRM in York for several weeks in March and April 1997. Transport to and from Birmingham was courtesy of Wisconsin Central's English, Welsh & Scottish Railway, which generously took care of the costs.

As summer 1997 approaches, *Tornado* is on schedule and within budget. Roughly two thirds of the locomotive, by weight, has already been procured. The only major components to be commenced are the boiler assembly (design work is to commence this summer), axles and rods and valve gears. The leading driving axle is a major challenge, as it incorporates the crank for the middle cylinder and is therefore a complex forging. The completed boiler is due to be lowered onto the frames in January 1999, and test steaming is due by the end of that year. *Tornado* is expected to haul its first revenue train in March 2000, and there are few who now doubt it will be late.

The Trust is already talking about its next locomotive, one of the LNER's P2 three-cylinder Mikados. If you'd like to know more about or help the project, see MARKERS for mailing and e-mail addresses.

MIKE WALKER



THE FRAME OF 60163 *TORNADO* was on display at the National Railways Museum in York, England, on March 23, 1997, on a "bogie bolster wagon" provided by Wisconsin Central's English, Welsh & Scottish Railway. The middle cylinder is clearly visible **(opposite)**. Sister A1 60130 *Kestral* **(top)** was at London's King Cross Station in 1961. For a color view of another A1, 60143 *Sir Walter Scott*, see MARKERS.

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ON THE MENU

by JAMES D. PORTERFIELD

I can't say that (anymore)

YOU'VE SEEN IT WRITTEN HERE. You may have heard me say it at one of my talks. It goes like this: "Of course, if you want to eat a meal on the train the old fashioned way, at speed, en route somewhere, with scenery passing at an appropriate pace, you'll have to ride Amtrak." Well, no more. *Canadian Sunshine Rails,* a St. Louis-based excursion — that is, on closer inspection, an elaborate and unique one-car dinner train — puts the lie to that statement.

The proud owner and director of *Canadian Sunshine Rails,* Jonathan Wood, opened a recent telephone conversation from his office in Oklahoma City with this comment: "There is nothing like this anywhere." He went on to prove his point: "Let's start with the fact that we are pulled by Amtrak."

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Wood is referring to the fact that his one-car "train," the former-Canadian National business car *Bonaventure* No.100, renamed *Canadian Sunrise,* is connected to Amtrak No.304, the *Ann Rutledge,* when it departs St. Louis at 2:15 p.m. Three hours and eight minutes later you are in Bloomington, Illinois. The car is switched out of the train and picked up for its return to St. Louis at 5:40 p.m. behind Amtrak No.305, the *State House.* You're back at 9:05 p.m. Wood, whose home state is one of the few Amtrak does not enter, said, "We looked long and hard to find the right combination of place and schedule for our operation."

Boarding guests have their picture taken and are given a tour of the handsome car. Built in 1959 by Canadian Car & Foundry and finished in the Canadian National's shops, it served then-CN President Ron Lawless until he retired in 1990. A staff of 25 workers, including a crew of seven, attended to the car. It was stored indoors and kept at the ready around the clock for trips of up to 14 days without need for re-supply or refueling. Refurbished in 1983 at a cost of $250,000, the *Bonaventure* was purchased by Jonathan Wood and his son when President Lawless retired. Its interior, graced with chamois leather in the ceiling, teak detailing, color coordinated fabrics and a mirror in the dining room ceiling, remains intact.

As the train departs St. Louis and crosses the Mississippi River atop the Merchant's Bridge, guests with no fear of heights can step onto the car's observation platform to take in the soaring Gateway Arch and gaze at cityscape and countryside alike for miles around. Back inside, a "Welcome Buffet Brunch" beckons as the train makes its way to Alton, Illinois. On departing Alton, another unique service unfolds: a wine course courtesy of International Cork University. Here, a showcase of five premium wines from the vintners Inskillin in Canada, Peaceful Blend in Missouri and Ernest & Julio Gallo in California, offer passengers a chance to learn how to select, value and match wines to foods. Fancy Sechinger-Lee New York Cheddar Cheese Biscuits clear the palate between tastings. For those averse to alcoholic beverages, fine grape juices and soft drinks are served. A diploma is awarded those who complete the course.

"It's the only diploma I know of that doesn't require homework," chuckles Wood.

As the train approaches Bloomington, passengers are served the first course of dinner, a large garden salad topped with ranch-style dressing and accompanied by specialty breads. While the car awaits switching in Bloomington, a hot meal from nearby Avanti's, a fine Italian restaurant, is loaded on board. Obviously proud of this aspect of his excursion, Wood extols the tortellini, ravioli, spaghetti, hot breads and other delicacies to be had for dinner.

"It's when you leave Bloomington for the trip back that something really strange happens," Jonathan Wood says. "We are joined by Montana's (fictional) Governor Dewey Cheatum, just elected President of the United States and en route to Washington to plan his victory celebration. He's accompanied by his Vice President, Andy How (you guessed it, 'Cheatum and How'), How's wife, Fertile Myrtle (mother of nine), and others. A murder occurs during one of the train's station stops. Inspector Perrier — 'he's like water, he's everywhere' — boards to help passengers recall clues they may not be aware of until interviewed by the Inspector. Once the perpetrator is unmasked, prizes go to the best detective and 'star' actor among the helpful passengers."

Meanwhile, yet another unique feature of this rail dining experience is placed before guests. "We call it 'Desserts to Die For,'" says Wood. "We serve between ten and 20 desserts, everything from Oreo Ice Cream Pie to as many as eight different cheesecakes. I'm determined you won't roll off my train hungry."

The trip ends as it began, high over the Mississippi River, this time approaching St. Louis at night. Your box seat on the lighted skyline of downtown St. Louis is a perfect conclusion to this — call it what you will — excursion, dinner train, fantrip, dinner theater. And by combining Amtrak speed, instruction in the finer points of wine, two meals, a dinner theater and both urban and rural scenery, Wood's claim to uniqueness is well founded.

How do you get on board the *Canadian Sunrise*? That's unique, too. "We operate only for groups at this point," says Wood. "But individuals can join such a group if space is available." Asked how that works, he answered, "Just call 405/942-2222 with the date or dates you'd like to ride. I'll see

PLEASE SEND correspondence concerning On The Menu directly to: Jim Porterfield, 763 Cricklewood Drive, State College, PA 16803.

what is available and add you to the appropriate consist." When presented with a hypothetical date — November 21, 1997 — Wood said I would accompany a group from a nearby bank that had chartered the car for that date. You can charter the car yourself with a minimum of 14 guests (the car can accommodate 20). The cost is $99.00 per person (plus tax) and can be charged to Visa or MasterCard (cancellations of less than 15 days notice are subject to penalty). The Amtrak station, at 550 South 16th Street, is accessible by Metrolink — "From the airport it is only a $1.00 ride," says Wood. Beginning November 20, 1997, for the Holiday period, the *Canadian Sunrise* becomes a "champagne express," with bubbly replacing wine at the tasting and live carolers, musicians and other performers replacing the murder mystery.

Thomas Thornquist of Ft. Myers, Florida, called my attention to *Canadian Sunshine Rail*. Mr. Thornquist also identified the Dodge City, Ford & Bucklin Railroad, of Dodge City, Kansas, as having a dinner train for the past four years. The DCF&B offers meals cooked on board and runs on a seasonal schedule. For information and reservations call 316/225-3232 or 316/225-0871.

Several readers inquired why the *Spirit of Oregon* dinner train, out of Roy, near Portland, was not in the June issue. Sadly, the *Spirit of Oregon's* flag fell over the summer of 1996. Thomas H. Smith, of Camas, Washington, wrote to fill in some of the blanks of this story: "The Mount Hood Railroad leased the equipment of the former *Spirit of Oregon* . . . for the 1997 season. From April 19 until October 26, the Mount Hood Scenic Railroad will operate a weekend dinner train out of their Hood River, Oregon, depot. The Saturday train will depart at 5:30 p.m., and a Sunday Brunch train will depart at 10:30 a.m." A check with the Mount Hood people confirmed that both trains take approximately four hours and that the new trains are in addition to the seasonal ride 'n' dine operation previously reported. Fares and reservations: 800/TRAIN-61 (800/872-4661) or 541/386-3556.

China Update

Private Car Limited, Dee Joseph's railroad china dealership in Belleville, Illinois, has re-manufactured his replica of the 1938 version of the New York Central's *Twentieth Century Limited* china (see ON THE MENU, June 1993). "This time it was made by the Buffalo China Company, which produced the original," Joseph reports. "As a result, the decals are now applied to the china before the glaze, and the pieces are gray on both sides." A set of these fine pieces was acquired by the Smithsonian Institution for inclusion in its exhibit celebrating the work of the *Century's* designer, Henry Dreyfus (at the Pratt Institute in New York, through August, 1997). A five-piece place setting — 9" diameter dinner and 6" bread and butter plates, 4½" sauce dish and cup and saucer — is available for $99.50 (plus $4.00 shipping). Included at this price is a linen napkin with the New York Central's oval logo, a replica of Dreyfus' 1938 *Century* brick-red menu and a water glass with the *Twentieth Century Limited* logo. A 7½" salad bowl is available for an additional $21.50. To order, call 618/397-0823 after 5:00 p.m. CST, or send a check to Private Car Limited, 3rd and A Streets, Belleville, IL 62220.

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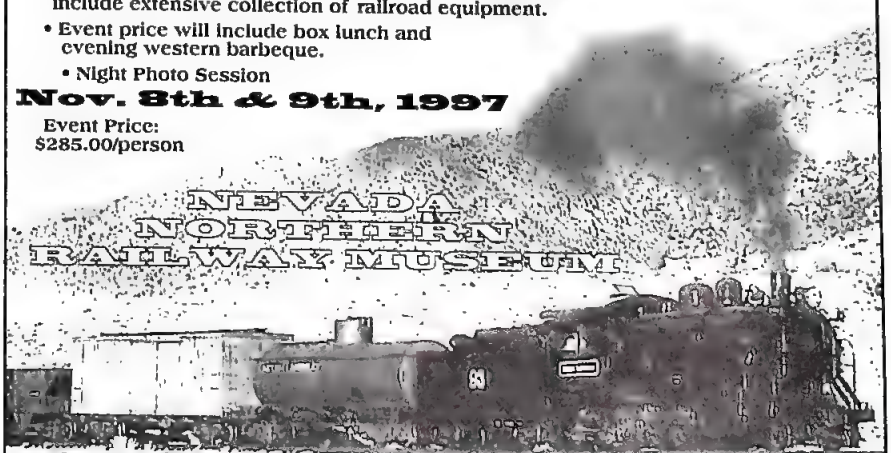

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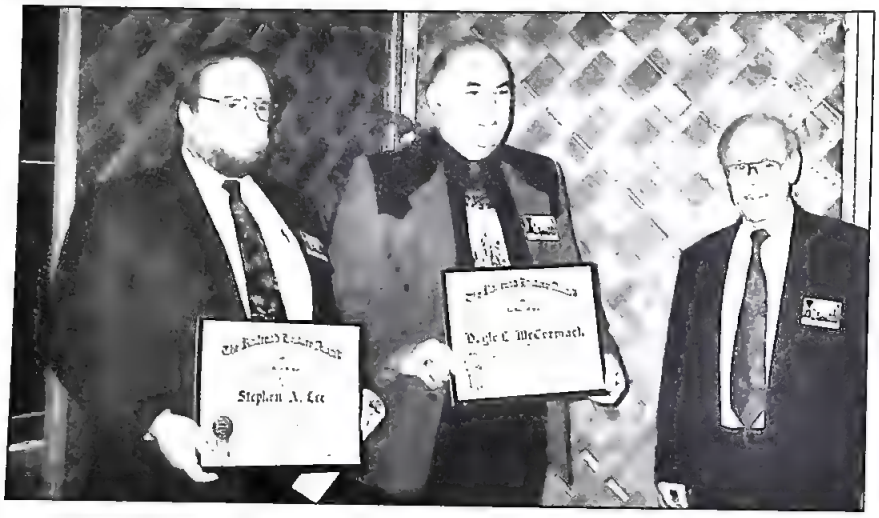
Lee and McCormack honored by R&LHS

TWO MEN KEEPING STEAM ALIVE were honored by Locomotive & Railway Historical Society at the R&LHS annual meeting in Ogden, Utah, on May 10, 1997. The society's Gerald M. Best Senior Achievement Award for 1997 was presented to Stephen A. Lee and Doyle L. McCormack.

Doyle McCormack has been at it since at least 1968, when he helped on the restoration of Nickel Plate 759 in his hometown of Conneaut, Ohio. That led to work on the Golden Spike Centennial Train of 1969 and, eventually, to his restoration of Southern Pacific GS4 4449 in 1975 for the American Freedom Train. In the meantime, he had become an engineer, and so he took that role for the Freedom Train. It is in that role that most railroaders and fans know him, but to those close to the AFT, it was his leadership skill that was — and still is — his hallmark. Since then, he has restored a Pennsylvania Railroad K4 and a three-foot gauge Mikado, and he is now working on an ex-Union Pacific 4-6-2. In addition, he has consulted on literally dozens of steam restorations. The watchwords are always the same: safety, competence, professionalism.

RICHARD E. CARROLL



STEVE LEE AND DOYLE McCORMACK received the R&LHS 1997 Gerald M. Best Senior Achievement award in Ogden on May 10, 1997. The awards were presented by R&LHS president William Howes (right).

Steve Lee, as a Union Pacific employee and "volunteer" to the project, was part of the 1982 overhaul of Challenger 3985. Soon thereafter, based on his demonstrated skills as manager, engineer and mechanical supervisor, Steve was put in charge of Union Pacific's corporate steam program, succeeding the legendary CMO Frank Acord and supervisor Don Short. Balancing his new duties with a number of other company responsibilities, Steve adroitly brought the UP steam program new prominence. He had the audacity, for example, to paint Northern 8444 in grey in 1987 — a nod to a former era when the FEF-3s were UP's premier passenger locomotives. But it was far more than paint; he also worked out and installed numerous mechanical improvements, in order to enhance reliability on the road. And just last fall, Steve and his UP crew completed an extensive overhaul of the Northern, making it capable of another quarter-century of service. His own leadership and the loyalty of his crew is great to observe, and these qualities serve as far-reaching examples of the best in railroading, steam or otherwise — WILLIAM L. WITHUHN.

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BNSF CONSIDERS SOUTHERN STRATEGY After a very difficult winter in the Pacific Northwest and a very wet spring in the Midwest, BNSF management is considering rerouting some of its freight traffic onto lines south of the company's old Great Northern main line which hugs the Canadian border.

At the peak of the snow season the BNSF had eleven rotary snow plows in operation. Ten company rotaries were at work, along with one borrowed from the Union Pacific. Examples of the 1996-'97 season snowfall are startling. The average November-to-March snowfall at Ellensburg, Washington, is 29 inches. During this past season Ellensburg received 90 inches. Comparable average versus received figures for Stampede Pass are 329 and 614 inches; Spokane: 45 and 93; Stevens Pass: 433 and 630. These severe conditions resulted in flat revenues in the first quarter and a 21% decrease in earnings. Higher operating expenses associated with the difficult weather conditions and higher fuel prices were reflected in the lower earnings figure.

A combination of weather-related bad order units, snow plows on duty and the start-up of service over 4,000 miles of UP/SP trackage rights caused the BNSF to be short an average of 363 locomotives per day during the first quarter of 1997. Increased service over the trackage rights routes, especially chemical traffic out of Houston, unexpectedly increased the demand for motive power.

The locomotive shortage is being dealt with by leasing units from Norfolk Southern and Conrail and by keeping engines scheduled for retirement on the roster. The builders will accelerate the delivery of 27 new locomotives from the first quarter of 1998 into the last quarter of 1997, bringing a total of 215 new units to the fleet this year. An innovative contract with Montana Rail Link for 100 SD40 and SD45s to be rebuilt for MRL for their fleet and a long term seasonal lease of the units to BNSF is also in the works.

A redesign of the long distance freight traffic network of the BNSF to utilize "weather friendly" routes is being undertaken. Transcontinental service may be rerouted over the old CB&Q lines and the AT&SF passenger route via Raton Pass.

Mother Nature forced the newly merged BNSF to rethink some of the strategic planning that was done pre-merger. She also convinced BNSF management to put any thoughts of a transcontinental railroad on the back burner until the merged western rail giant meets the service and operating goals set in pre-BNSF merger plans — WALT APPEL.

NEW YORK & ATLANTIC COMMENCES OPERATIONS Long Island gained a new 263-mile railroad on Monday, May 12, 1997, when New York & Atlantic Railway Co. (NYA) train No. 100 pulled out of Fresh Pond, N.Y., at 5:00 a.m., travelling down the Montauk branch of the Long Island Railroad.

No. 100 was the first of six trains that will be operated each weekday over the NYA, which took over the Long Island's freight operations on May 11 under a 20-year concession from the Metropolitan Transportation Authority, owner of the LIRR.

The railroad is beginning operations with experienced railroad personnel provided by Transportation Certification Services of Naperville, Illinois. NYA has initiated an extensive training program for its locomotive engineers and conductors who will perform permanent operations once they meet all applicable Long Island Railroad requirements. These employees will be represented by the Brotherhood of Locomotive Engineers and the United Transportation Union.

The railroad's goal is to reverse what has been a 25-year decline in Long Island rail freight traffic. By offering improved service, timely connections and more competitive rates, the New York & Atlantic should be able to increase its share of the freight transportation market. A transfer of freight from the already clogged New York City roads will mean less pollution and vehicular congestion in the NYC area.

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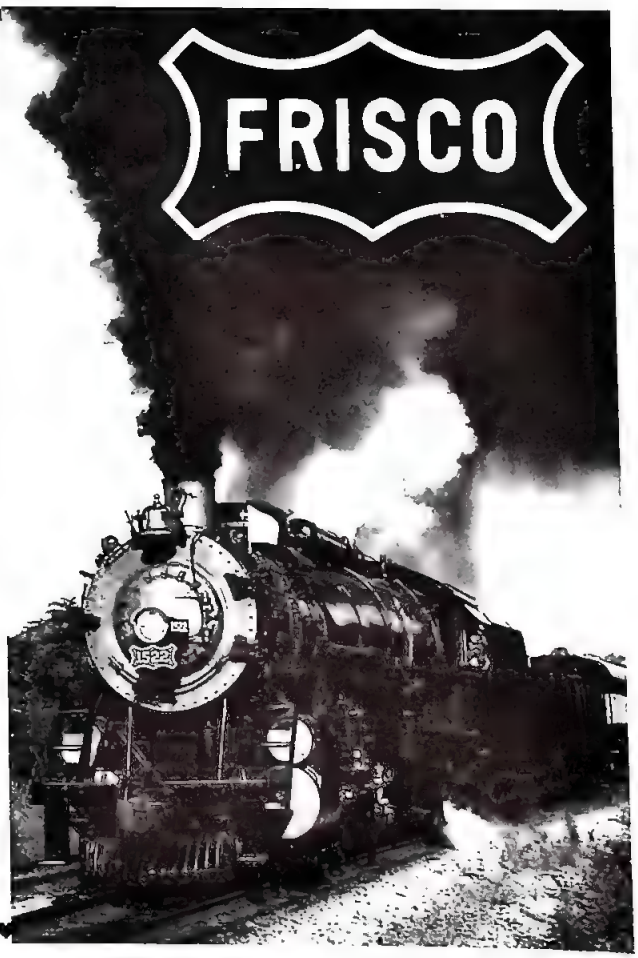

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In 1996, the railroad handled about 11,000 carloads including aggregates, chemicals, food, iron and steel, lumber and building materials, paper products and scrap.

The New York & Atlantic, based in Long Island City (in the borough of Queens, N.Y.), serves most of Long Island. Its main line extends eastward 90 miles from Long Island City and nearby Fresh Pond (where NYA connects with Conrail and the Providence & Worcester Railroads), to Southold, via Farmingdale. Other lines serve Bridgehampton, on the Montauk branch, and Port Jefferson. NYA also has branch lines to Bushwick and to Bush Junction (where NYA connects with the New York Cross Harbor Railroad). NYA's service is coordinated with Conrail (and will probably improve once NS and CSX take over) to expedite shipments connecting with main line trains. NYA will not operate the Hempstead Branch and the Central Extension, pending further environmental review.

NYA has nine locomotives (see page 66) and 125 70-ton open-top hoppers used in aggregate service. Other freight cars are supplied by Conrail and other connecting railroads. Most of the railroad's 27 employees are based at Long Island City and Farmingdale.

The New York & Atlantic is an affiliate of Anacostia & Pacific Company, Inc., a New York and Chicago-based transportation management and investment firm. Since 1985, APCI has participated in the formation and management of seven new regional and short line railroad companies in the United States and has led two international privatizations in Argentina and Chile. Its current U.S. railroad affiliates include the Louisville & Indiana; the Chicago South Shore & South Bend Railroad, and Pacific Harbor Lines — a new venture serving the ports of Los Angeles and Long Beach, Calif., expected to start this summer.

CONRAIL SPLIT TO COME SOONER THAN SCHEDULED The Surface Transportation Board said on Wednesday, April 23, 1997, that it had agreed to speed up its consideration of the acquisition of Conrail by CSX and Norfolk Southern. It also said the acquiring carriers told it they intended to file a joint, rather than separate, application by July 10, 1997, to acquire Conrail.

Under the new proposed hearing schedule, the board said a final decision on the acquisition, following the filing of extensive briefs, responses and public hearings, would be made in 255 days. It had previously said a decision would be issued in about 300 days. CSX and NS had asked for the speed-up. If the schedule held, the two carriers could take over Conrail by March 1998, but it could come sooner if the two carriers made their filing before the July 10 date.

GE LEASES EMD's FOR CSX With continuing delays and problems with its 6000-h.p. prime mover, GE has been unable to deliver any of 50 new AC6000CW's ordered by CSX. The railroad has demanded that GE make up the horsepower that hasn't been delivered yet, so GE Capital Corporation has turned to Locomotive Leasing Partners, jointly owned by EMD and GATX, to lease 23 SD70M's. The SD70M's, painted in the maroon and silver EMD demonstrator scheme, have been on lease to Union Pacific and will be assigned to CSX in Cumberland, Maryland, for work on Sand Patch Grade. Interestingly, CSX already has 25 SD70MAC's on order. And while we're discussing SD70M's, the Alaska Railroad has a pair for testing.

FATE OF *LAKE SHORE LIMITED* DELAYED Amtrak and the Commonwealth of Massachusetts have agreed to continue the *Lake Shore Limited's* Boston to Albany, N.Y., service beyond May 10, 1997. In exchange for this continuation, Massachusetts has committed to provide a mail and express facility in Springfield to service the *Lake Shore Limited*.

Amtrak President, Chairman and Chief Executive Officer Thomas M. Downs and Massachusetts Transportation Secretary James J. Kerasiotes have signed a memorandum of understanding providing the framework for this agreement.

The facility will not only help the performance of the *Lake Shore Limited*, but will also contribute to the economy of the region. A new rail facility that connects to daily trains to Chicago and points west will help attract businesses and jobs to the Springfield area. Moreover, jobs will be created in the construction of the facility.

The length of the Amtrak commitment to continue *Lake Shore Limited* service beyond May 11, 1997, is dependent on swift finalization of the details of the construction agreement. However, the *Lake Shore Limited* segment will be carried in the national Amtrak timetable, effective May 11, 1997. Meetings will continue between Amtrak, the Massachusetts Executive Office of Transportation & Construction and the City of Springfield to reach a final agreement, which will include details regarding design, construction and schedule for completion of the facility, as well as maintenance and service level issues.

The facility will handle mail and express loadings on and off trucks and trains. It will be larger than the current Amtrak mail facility that is just south of the Springfield station. The new facility is planned to be located east of the Springfield station, adjacent to the Conrail line between Boston and Springfield. The facility is planned to be located on property currently owned by the City of Springfield and will be designed to meet Amtrak's operational needs.

Schedule and service information is available at 800/USA-RAIL or the Amtrak home page on the World Wide Web at **www.amtrak.com.**

W&LE TRAIN 127 is but part of a new Wheeling & Lake Erie / Norfolk Southern joint intermodal venture. The trains run as W&LE 127 (westbound) and 128 (eastbound) and usually meet at Rook Yard in Pittsburgh around midnight. The trains have been running since February 4, 1997, using the W&LE from Bellevue, Ohio, to Connellsville, Pennsylvania, and then via W&LE trackage rights over CSX's old B&O Sand Patch Grade. NS loads these trains (see page 3) Monday through Saturday, and occasionally on Sundays. If the schedule is maintained, the westbound train should be at Sand Patch in the mid-afternoon, as it's called out of Hagerstown around noon — DAVID BAER.

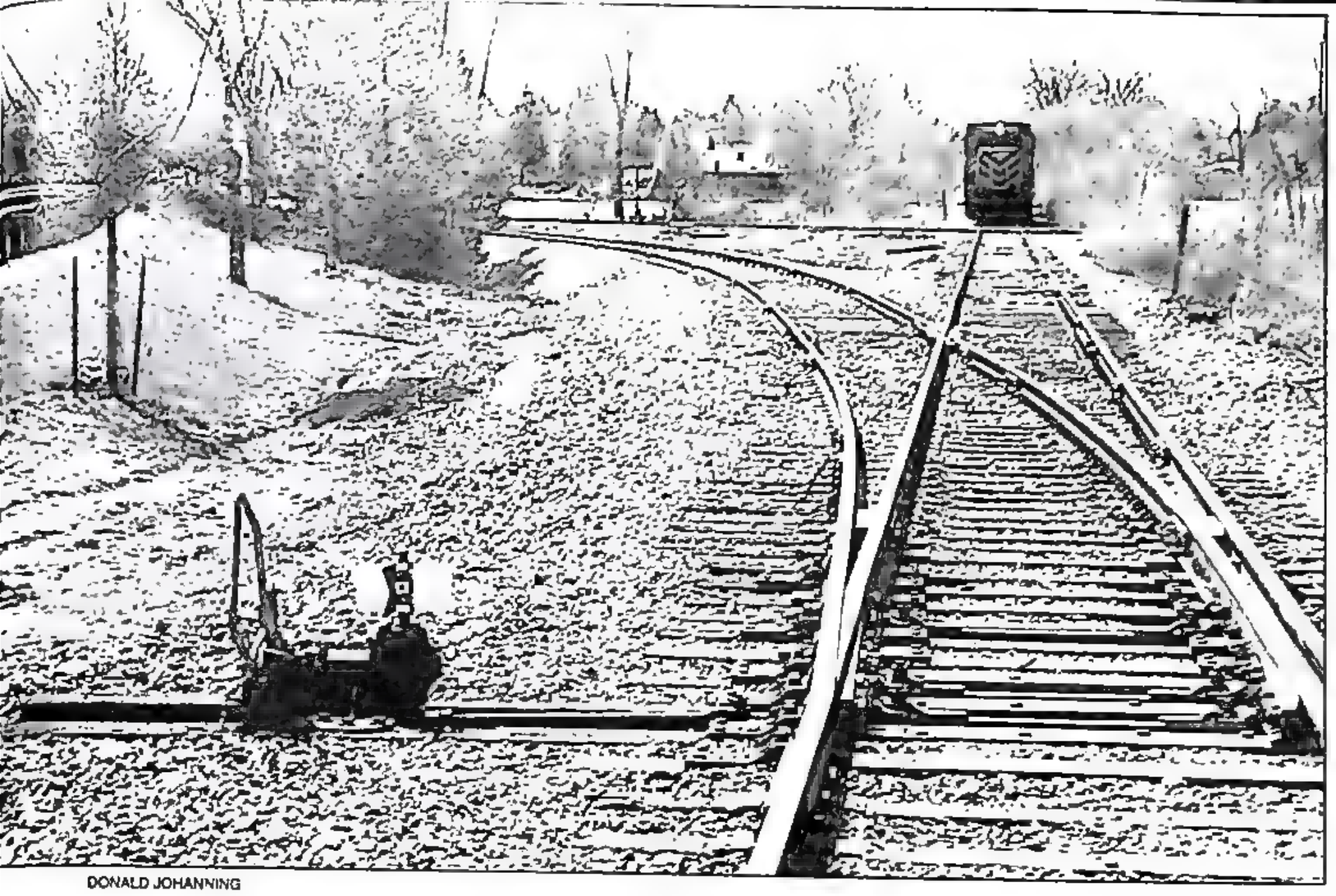
HIGH SPEED RAIL FOR THE U.S.? U.S. Department of Transportation Secretary Rodney Slater recently met with the Department of Transportation's Maglev Study Advisory Committee (MSAC) and urged the Committee to be "bold" in its recommendations in support of near-term magnetic levitation transportation development. Secretary Slater expressed his enthusiasm for the work of the Committee at one of their public meetings that was held to address financing options and other development issues of maglev systems.

The MSAC is expected to issue recommendations on near-term maglev development options to the Secretary of Transportation later this Spring. The Committee is expected to begin finalizing its report at its next meeting on May 4 is Las Vegas, at the international convention of the High Speed Ground Transportation Association. The Committee is composed of a blue ribbon panel of financing, engineering and socioeconomic experts assembled by the Department of Transportation. It is anticipated that the Committee will offer recommendations on financing maglev systems as part of its overall report.

The remarks by Secretary Slater add further momentum to the effort to include maglev development provisions in the reauthorization of ISTEA. In February, Senate Environment and Public Works Committee Chairman John Chafee toured the European maglev demonstration track, running the train at speeds more than 260 miles per hour. Senator Chafee later made strongly supportive remarks about maglev during his Committee's hearing on the reauthorization of ISTEA.

Maglev trains can travel at speeds up to 310 miles per hour. Germany has embarked on development of its maglev technology for commercial service. Japan is also vigorously pursuing maglev technology development. The U.S. Department of Transportation had requested a modest $500,000 for maglev research and development as part of the Clinton administration's fiscal year 1998 budget request.

For more information, contact Pat Anater at the High Speed Ground Transportation Association, at 421/281-6636. The High Speed Ground Transportation Association is composed of public sector, private industry, and labor organizations which support a range of high speed ground transportation technology development options meeting the needs of individual transportation corridors.



DONALD JOHANNING

MX CROSSING A.K.A. "LAKE JUNCTION" was once the only railroad crossing in the world to be located in the middle of a lake. It has since been converted to a true junction by current operator Wisconsin & Southern. Installed was a new connector track which links the Union Pacific/WSO (former Chicago & Northwestern) track with the Wisconsin Central track which runs across the picture (former Milwaukee Road). This view **(left)** looks south on former C&NW tracks at the point of crossing of ex-MILW tracks in front of Wisconsin & Southern GP9M 4491 in the background. Incidentally, famed railroad photographer William Middleton spent his formative years in a house along the edge of (Lake) Monona Bay in the background. This enabled him to get many great shots of C&NW/MILW trains passing in front of MX Tower, which was located in an area between the crossing and the new connection. The new roadway at the extreme left has the entire area of land adjacent to the connection touching land while once it was a shoreline, as both railroads constructed causeways to a true crossing in the middle of the lake. North of this location is the state capitol of Madison, Wis.

UNION PACIFIC SD40T-2 4555, a quite rare former Southern Pacific unit, was in a line of units **(right)** in Hudson, Colorado, on April 10, 1997. The past few months has seen a company called Rescar, Inc., doing repairs and repaints for Union Pacific. Some of the other units that have gone through Rescar include: SD40T-2's 4555 and 4462, GP38-2 2083, GP60 5842, and SW1500s 1135, 1162, and 1128. At this point, Rescar is turning out about five units per week.

ROB STERKEL

INSTANT LAKE surrounds the KCS/IC trestle **(below)** that spans the Bonnet Carre Spillway at Norco, Louisiana. The trestle usually runs over grassland and marsh areas **(bottom)**. However, on March 17, 1997, the U.S. Army Corps of Engineers Lower Mississippi Valley Division began opening the spillway gates to drop Mississippi River levels and reduce the flow rate in the New Orleans area. The spillway diverts excess river water into Lake Pontchartin allowing high water to bypass New Orleans and other nearby river communities. The spillway was first used in 1937 and has not been reopened since 1983.

BELOW AND BOTTOM: BILL LANG

CN ANNOUNCES NEW ENGLAND CLIPPER SERVICE Canadian National's Intermodal operation announced on Tuesday, April 29, 1997, the launch of a new intermodal service dubbed the "New England Clipper Service" which will provide CN's customers with seamless intermodal service between Halifax, Boston, and the New England Market.

Under a new haulage agreement with the New Brunswick Southern Railway and Guilford Rail System, CN will serve the area between Halifax and Ayer, Massachusetts. Ayer is located 40 miles outside of Boston and provides convenient access to important New England markets.

CN's New England Clipper Service will link the ocean port of Halifax with major industrial areas. The service through the high-technology port of Halifax, together with electronic data interchange (EDI) customs clearances, is designed to cut up to 24 hours off shipping lines' existing itineraries through U.S. eastern seaboard ports. Trucking companies and intermodal companies (IMC's) also stand to benefit from the seamless service.

Dedicated unit trains will depart Halifax and Ayer, providing early second-morning availability at destinations. If market demand dictates, CN may expand the frequency of the new intermodal service. This latest customer service enhancement, involving cooperation with local short line operators, is but one facet of a large-scale CN strategy to increase its presence in the high-volume U.S. Northeast region.

The Port of Halifax, as a gateway, can now serve New England in addition to serving the Maritimes, Quebec, Ontario and the U.S. Midwest.

N&W POSITION LIGHTS continue to disappear as part of a signal improvement project on the Norfolk & Western Pulaski District between Radford and Bristol, Virginia. NS signal crews are removing the p.l.'s and replacing them with Southern-style three-light targets (see page 3) at intermediate points. Control points, such as the entrances to sidings, will retain the old N&W-style signals — ERIC MILLER.

MORE SUPERPOWER FOR BNSF On Thursday, May 8, 1997, Burlington Northern Santa Fe Railway announced that, in keeping with their previously announced capital spending program, agreements to acquire 405 locomotives have been reached with EMD and GE Transportation Systems, with deliveries beginning this year. Some locomotives will be delivered on an accelerated schedule.

BNSF ordered 26 SD75I's from EMD to be delivered in 1997 and 105 SD70MAC's for delivery in 1997 and 1998. The remaining 104 locomotives from EMD will be delivered in 1999 and 2000. The 170 GE Dash 9-44CW's will be delivered in 1997 and 1998.

Under the terms of the agreement with EMD, a contract maintenance facility will be established at the new BNSF Los Angeles Mechanical Facility, located near the railroad's Los Angeles Intermodal Facility. This facility, which is still under construction, is located east of Los Angeles in City of Commerce, and is scheduled for completion during the first quarter of 1998. Approximately 80 new jobs will be created at the EMD facility, including 60 mechanics and five store department positions. Existing EMD maintenance facilities include Chicago (Corwith Yard); Barstow, Calif.; Alliance, Neb.; and Glendive, Montana. The majority of Dash 9-44CW's will be based at Kansas City, Kansas, and the remaining units will be assigned to maintenance facilities based upon estimated traffic flows.

RAILWAY EXPRESS AGENGY RESURRECTION Look out for the new "material handling car" making test runs on Amtrak trains over the next few weeks. The car, which is painted dark green like the express cars of days gone by, has been delivered to the 12th Street Coach Yard in Chicago. What makes the car interesting is that Amtrak is planning to revive the old Railway Express Agency diamond logo, with the words "Railway Express by Amtrak" replacing the original REA lettering. Of course, in today's litigious society, the logo will not appear until Amtrak's lawyers are satisfied they have the rights to the design. To add revenue in the face of potentially lethal budget cuts by the Clinton Administration, Amtrak is moving express (remember not to call it freight) on a variety of trains, with many more likely to come — MIKE BLASZAK.

GREEN MOUNTAIN AND VERMONT RAILWAY will remain separate for the foreseeable future. The past couple of weeks have seen a proliferation of rumors and conjecture concerning the fate of the Green Mountain Railroad and the Vermont Railway. To dispel the major untruth concerning the deal, the two railroads do not plan to merge. Jerome Hebda, president and general manager of the Green Mountain Railroad Company has confirmed that the two companies will continue as separate entities. The transaction that is taking place is the transfer of ownership of GMRC stock from Mr. Hebda to the Vermont Railway. This is not a merger, rather, the Green Mountain is buying Vermont Railway stock from Mr. Hebda who has stated that changes in the general operation of the VTR will be minimal The passenger operations will continue as is, and some functions will be consolidated, although no jobs will be lost.

The Green Mountain Railroad moves freight from Rutland to Bellows Falls, Vermont, and crosses the Connecticut River to reach North Walpole, New Hampshire. The Vermont Railway operates freight service north from Hoosick Junction, New York to Burlington, Vermont, via Rutland, Vermont. An independent operator runs excursion trips out of Burlington on VTR rails.

FUN-TRAIN ON AMTRAK On Tuesday, May 13, 1997, an important step in the introduction of the Florida Fun-Train occurred when First American Railways, Inc., an entertainment-based passenger rail company, announced a definitive long- term agreement with Amtrak.

Pursuant to the agreement, Amtrak will provide operational crews and maintenance services as well as leased locomotives. The agreement establishes a new strategic alliance between First American Railways and Amtrak. The company's Florida Fun-Train will carry passengers between the popular vacation destinations of central and south Florida and is scheduled to begin operation in October 1997. The trip will connect the state's most popular tourist destinations including Walt Disney World, Universal Studios, and Sea World with the beautiful beaches, cruise ports, and vibrant nightlife of Fort Lauderdale, Boca Raton, Miami, and South Beach.

First American Railways, Inc., provides entertainment passenger rail service through the development of "Fun-Trains" and the acquisition of "Scenic Destination Railroads". First American Railways also acquired the Colorado-based Durango & Silverton Narrow Gauge Railroad, a registered National Historic Landmark, which still accommodates approximately 200,000 passengers annually.

OTTAWA VALLEY RAILINK'S leased power continues to run, albeit in dwindling numbers (see page 3). The OVR acquired its own locomotives at the end of 1996, six former Southern Pacific GP9E's numbered 4200 to 4205. However, until the former SP units began arriving on the property, OVR leased several units from a variety of sources. At startup time, five RS18s were leased from CP Rail (1832, 1834, 1838, 1840, 1842). As of March 31, 1997, four of the ex-SP Geeps sporting a black paint scheme with a diagonal yellow band on the long hood side and nose (similar to the Central Western Railway / Quebec Railway Company locomotives) had made it to the OVR with two being returned due to a variety of problems. To alleviate its power shortage, the OVR also leased units from other sources with lower rental charges than CP. This left the 1834 as the only unit on lease from CP as of April 1, 1997. Two SW1200RS's, 1288 and 1335 (former CN) were leased from CANAC, while Ontario Southland Railway RS18 183 (ex-International Nickel Company, Thompson, Manitoba) and RS23 8044 (former CP, same number) provided two more units to the OVR's leased equipment roster — PIERRE OZORÁK

NICKEL PLATE ROAD MIKADO 587 is back in service after nearly two years of repairs and inspections and will be pulling Monticello Railway Museum's weekend passenger trains.

The 587 (see Page 64) was built in 1918 by the Baldwin Locomotive Works of Eddystone, Penna., for the Lake Erie & Western Railroad. Originally numbered 5541, the number was changed to 587 in 1924 when the NKP took over the LE&W. Before Monticello, the engine spent time at Broad Ripple Park in Indianapolis and the Indiana Transportation Museum in Noblesville.

BN GREEN STILL LIVES on parts of what is now officially called the the Burlington Northern & Santa Fe Railway Company. BNSF 2911 **(right)**, former Burlington Northern 2911, a GP39E, was at Omaha, Nebraska, on Thursday, April 24, 1997. Although not as attractive as the green/orange repaints (which are being referred to by top BNSF management as the "Rainbow Warrior" paint scheme — Jeff Gordon of NASCAR and the University of Hawaii teams notwithstanding), 2911 was one of the first BN units in 1997 to receive this partial relettering job. The touch-up work was performed by the former AT&SF Topeka, Kansas shops. Santa Fe yellow and blue engines are also being modified.

ABOVE AND BELOW KODACHROMES KEN CHURCH

TWILIGHT OF THE CHICAGO CENTRAL is fast being completed as the bright red Geeps are rapidly becoming a thing of the past. New parent Illinois Central is replacing the Chicago Central locomotive fleet with IC GP38-2s. Those former CC units that are being retained are being repainted into the Illinois Central standard black. In the process, the GP10s are receiving new 8400-series numbers and the 2000-class GP38s are becoming part of the 9700 class. Former Chicago Central GP10 8407 **(left)** was at Council Bluffs, Iowa, showing off its new Illinois Central black livery.

KODACHROME: PETER BROWNE

YORK-DURHAM HERITAGE RAILWAY'S RS11 3612 **(right)** was departing Uxbridge, Ontario, on its way to Stouffville, Ontario. The unit is unique in that it is one of 15 built by Alco in Schenectady for the Duluth, Winnipeg & Pacific in 1956, which ride on Canadian-style lightweight trucks — an unusual feature. The veteran Alco has worked on the DW&P, Central Vermont, Lamoille Valley and now the York-Durham Heritage Railway as 3611.

MORE SD20s FOR THE M&NA were seen at Short Line Yard in Des Moines, Iowa, on April 5, 1997. Sporting the Missouri & North Arkansas' attractive red and grey livery, units 1011, 1021 and 1023 **(below)** were on their way to Carthage, Missouri. The ex-Illinois Central 2000-series units with numbers dropped by 1000 were rebuilt by the Paducah shops in 1980 from UP SD24 415 and Southern SD24s 6315 and 6347. They moved via the Iowa Interstate Railroad and were delivered to the M&NA by the Union Pacific through Kansas City on an MDMKC symboled train.

MEDIUM FORMAT EKTACHROME: DANA GREEFE

PHOTOGRAPHY: KODACHROMES / MARK BESS

The West Iowa Bottleneck

IN WESTERN IOWA, along the lower Boyer River valley lie main lines of the Union Pacific and Illinois Central. West of Denison, these two lines run mostly side by side as they head towards Council Bluffs. The UP's Boone Subdivision encompasses the former Chicago & North Western east-west main line across Iowa. Originally double track all the way to Council Bluffs, the stretch between Denison, Missouri Valley and Council Bluffs was single-tracked about three decades ago as an economy move. With today's increasing traffic levels, the area has become a severe restriction in the smooth flow of traffic to and from Chicago. For UP, the area has become known as the "Denison to Missouri Valley capacity constraint" — or more commonly, "the West Iowa Bottleneck."

All of this will change over the next few years, as the UP has begun a program of rebuilding the second main between Denison and Missouri Valley and adding new second main on towards Fremont, Nebraska, the former interchange point between C&NW and UP.

The Illinois Central line, recently operated as the Chicago Central & Pacific, a spin-off of Illinois Central Gulf restructuring and now back in the IC fold, runs a modest and frugal business of hauling coal, grain and merchandise to the Omaha area. Its line, the Fort Dodge Subdivision, breaks away from the Sioux Falls / Sioux City line just west of Fort Dodge and heads south-westerly towards Council Bluffs. While modest in traffic levels, the IC provides a pleasing variety to the bottleneck and, for the time being, a chance to see lash-ups of first-generation EMD power.

The West Iowa Bottleneck is a great place for watching trains. The area offers a combination of dense train traffic, good scenery and easy access for photography. There is a variety of traffic, with intermodal stack trains and trailer trains, coal trains and merchandise trains, all in abundance. The Boyer River valley is a moderate farming valley about one to two miles in width that gently slopes up to the rolling hills common in western Iowa. The line is easy to follow, thanks to US 30 being built nearly alongside the entire way. Come along for a visit as we see what this line has to offer the rail-fan photographer.

> The former Chicago & North Western main west of Denison has become a "capacity constraint" for Union Pacific

Along the line

The UP's old C&NW main line enters the East Boyer River valley near Arcadia, Iowa, where it crosses the Iowa Divide, the geographic ridge that separates the Mississippi and Missouri River watersheds. The line follows the East Boyer River down a gentle gradient to Denison. Here, the two branches of the Boyer River join together, and the Illinois Central line comes alongside the UP. Between Denison and Missouri Valley the UP will cross the Boyer River five different times. The Illinois Central's line runs mostly parallel to the north of the UP just a few hundred feet or so away between here and the little community of Willett. At MP 291.1 (West Denison) the UP's line goes to single track, and the operational bottleneck begins.

From West Denison, it's single main along the UP to MP 304.1 at East Dunlap, the beginning of a 9,000-foot passing siding. The two existing sidings, Dunlap and Woodbine, are both remnants of the original second main line. Leaving the siding at West Dunlap, MP 305.9, it is a short run to Woodbine. The 13,000-foot siding begins at East Woodbine, MP 313.7, and continues to West Woodbine at MP 316.3.

Leaving Woodbine, the UP curves along the northwestern edge of the valley, passing under the IC at MP 317.3 near the community of Willett and heads to Logan. At MP 321.5 on the west side of

by Mark A. Bess

JUST UP THE SIOUX CITY Subdivision from California Junction is the town of Mondamin, where the CNNEC-13 coal train was southbound past the now-unused DTC block limit sign on January 13, 1996, behind C41-8W 9416 and C40-8 9146. Eastbound coal train CROWF-07 (**opposite top**) out of Council Bluffs was at South Missouri Valley on August 9, 1996, with UP C44/60AC 7017 and C40-8 9292.

THE CEMETERY AT LOGAN, IOWA, overlooks the old C&NW main as westbound CHMIV-24 rolled past on August 24, 1996, behind C&NW C44-9W 8619 and UP SD40-2 3680. A pair of SD40-2s, C&NW 6915 and UP 3180 (**opposite**), had the CHNPBR-26 westbound through Missouri Valley on August 27, 1996. The "new IC" GP38-2 9625 was leading CC&P Geep 8170 and HLCX GP38 3613 (**below**) over the Boyer River on June 28, 1996.

Logan, the second main begins again and continues on to Missouri Valley. This section of second main, completed in October 1996, is the first to be rebuilt as part of UP's capacity improvements in this area.

At aptly-named Missouri Valley, the Boyer and Missouri River valleys come together. Here, UP's line splits, with the original C&NW line turning southward to head towards Council Bluffs, while the Fremont line continues westward towards the Missouri River bridge at Blair. The second main exists through town and curves southward towards Council Bluffs and ends at MP 331.8 on the south side of Missouri Valley, just shy of the Boyer River bridge. A small yard exists right in the middle of town to support industries in the area, and a large engineering department contingent works out of Missouri Valley. Single main continues on towards the yards in Council Bluffs, and at Loveland, MP 333.5, the Illinois Central crosses overhead for the last time.

Heading west toward Fremont, the UP uses a stretch of ex-C&NW once part of the Fremont, Elkhorn & Missouri Valley. This single-track line was mostly a backwater secondary line until the UP and C&NW began interchanging the Falcon intermodal trains at Fremont in the 1970s. The shorter distance provided by this route as opposed to running through Omaha has proven successful, and until recently all of UP's intermodal trains headed east or west used this line. Coal trains and some merchandise trains continued to travel through Omaha. The Fremont line currently has only one significant passing siding, located at Kennard, Nebraska, which causes its own bottleneck. Six miles west of Missouri Valley is the ambitiously named hamlet of California Junction. Here, the UP's Sioux City Subdivision breaks off and heads northward up the Missouri River valley towards its namesake city. A modest-length storage siding is located just east of the junction, and the junction itself is a full wye with signals and power-operated switches all around. While the Fremont line is also scheduled for massive capacity improvements, it is not as severe a bottleneck since the alternate route through Omaha can be used to alleviate problems.

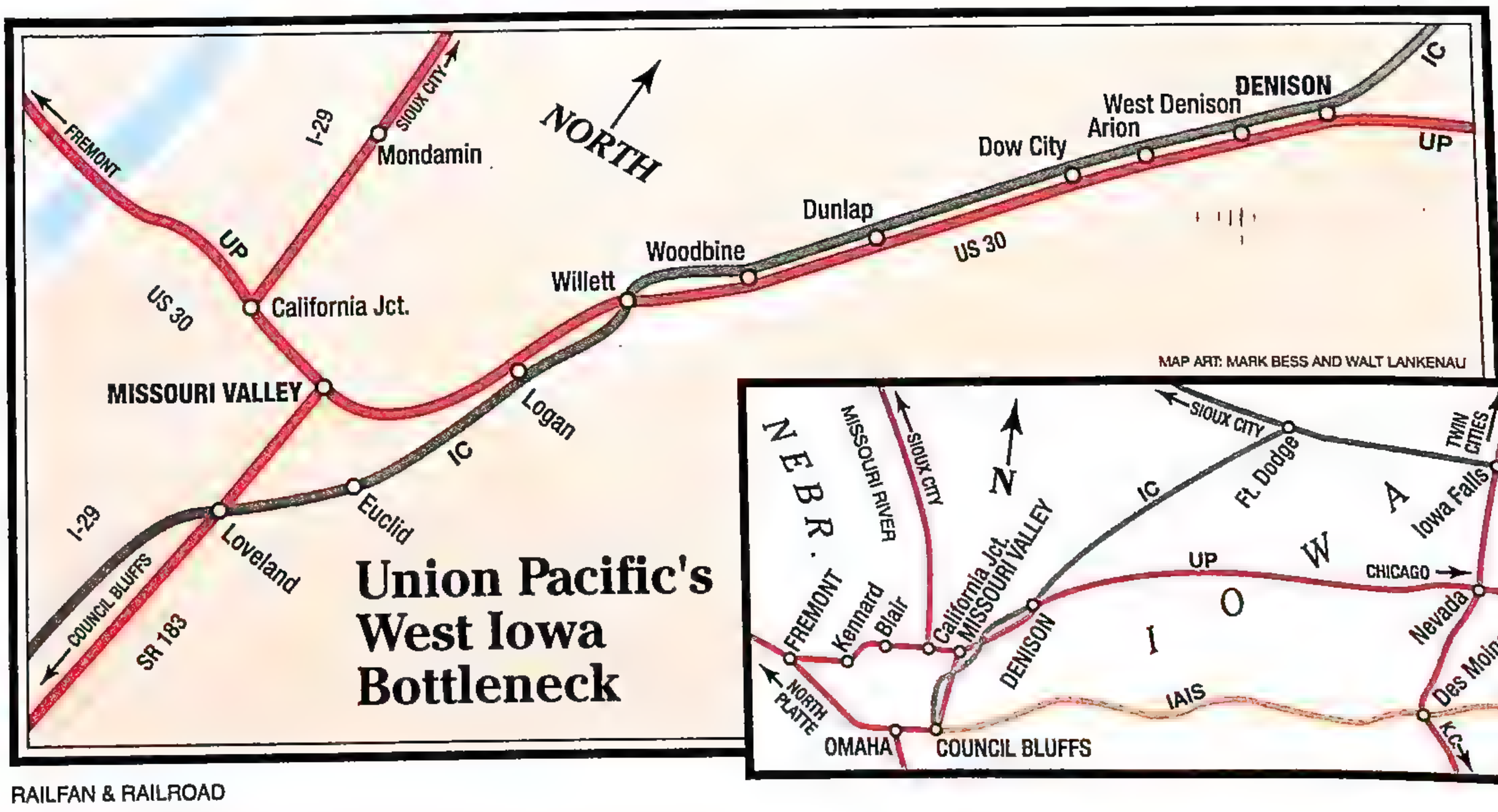
Enter the Central

The Illinois Central comes into Denison from the northwest, following the Boyer River into town. Between Denison and Logan the IC will cross the Boyer River six different times, of which three times are in about a two-mile stretch around Logan. From Denison, MP 448.3, it's a long trip to the only passing siding in the area, a modest 6,700-foot-long one located at Euclid, MP 491.3. In between are a couple of business tracks at Dow City and Dunlap, and some connecting tracks to the UP at Arion. Like the UP, the IC runs close to US 30 between Denison and Logan. West of Logan, however, the IC heads southwest along the southerly side of the valley and bypasses Missouri Valley as it heads towards Council Bluffs. At Loveland the IC again goes over the

UP, as both lines are heading due southward along the east side of the Missouri River valley the last few miles into Council Bluffs. These basic facilities are enough, however, to accommodate the four or so daily trains that run on this line.

Rail-served industries are limited along these two lines. At West Denison there is a large grain elevator that has its own switcher and connections to both the IC and UP. The IC has a track to serve a small elevator at Dow City, and both UP and IC have team tracks and serve farm chemical suppliers at Dunlap. Woodbine likewise has tracks on both railroads to serve a couple of small elevators and farm chemical dealers, but they do not see much use currently. Logan has a farm chemical dealer served by UP, while at Missouri Valley there are a couple of medium-sized elevators also served by the UP. The IC has no industrial tracks between Woodbine, MP 475.5, and Council Bluffs, MP 510.9.

While the local business provides some variety for the train watchers, that's not what brings them to the area. The big story here on the UP is main line traffic and lots of it, so much so that the current physical plant strains to keep up with it.



Current operations

The big show here is obviously the UP. And with the amount of traffic, it's a never-ending struggle to move trains through the area. The single track, coupled with just the two sidings between Denison and Missouri Valley and only one between there and Fremont mean that even priority trains are often stopped for meets. It is not uncommon for a train to wait for as many as six or seven opposing trains before being allowed to continue. As a result, waits for meets and the resulting train delays are all too common to suit the UP, so an ambitious project to restore all of the second main is under way. For the fans, it will spell an end to the easy, siding-hopping method of train chasing as trains will then be able to move through the area unhindered by meets.

This route is the primary corridor for all of the UP's Chicago-to-the-West Coast business. As a result, there is a seemingly never-ending parade of long container and trailer trains bound for Los Angeles, Oakland and Seattle. There are numerous stack and trailer trains throughout the day, but the most consistent concentration of them occurs each morning as the previous night's westbounds out of Chicago begin showing up. Coal trains also run in abundance, as quite a bit of UP's Powder River Basin coal is headed for destinations throughout the upper Midwest at points on the former C&NW or through other connections. Merchandise trains are also in good supply, although they do tend to be in the minority on the UP. There are several merchandise trains originating or terminating in North Platte that come from or go to various destinations in Chicago. Although it is possible to track trains by their symbols, this isn't needed for casual observation or photography. The sheer volume of trains, currently running around 50 per day, means that it won't be long before something shows up.

The area between Missouri Valley and California Junction in particular sees a variety of trains — and through the years, a variety of traffic patterns. Most coal train traffic moves through Missouri Valley by traveling from Council Bluffs east to Chicago and vice

AT CALIFORNIA JUNCTION the GCBLML-12 grain train with UP SD40-2 3508 and HATX GP40 409 was just entering the Sioux City Subdivision on January 13, 1996, as eastbound SECST-10 held clear on the main from Fremont with C&NW C44-9W 8719 and SD60 8033.

THE CONSTRUCTION OF THE NEW SECOND MAIN TRACK was evident just west of Logan on August 9, 1996, as the westbound G2LAD-09 behind C&NW C44-9W 8677 and UP SD60 passed by the new ties in the foreground. Nearby (**opposite**) a new bridge was being readied for that second track as loaded coal train CPPEC-05 passed by with C&NW C40-8 8501 and UP C40-8W 9391. This track will help cure "the bottleneck." Viewed from the US 30 highway overpass, coal train CRMPL-29 (**below**) was eastbound through Logan on June 30, 1995, with C&NW C44-9W 8693, UP C40-8 9268 and C&NW AC4400CW 8810.

you think you understand it, watch out. In the fall of 1996 the UP instituted a new traffic plan in which all westbound trains go from Missouri Valley straight to Fremont, while all eastbound trains, stackers and coalies alike, head from Fremont to Council Bluffs and then up to Missouri Valley. This is a different attempt at trying to move traffic as efficiently as possible until planned improvements are completed. Suffice to say that there is a lot of variety in the operations around Missouri Valley and the currently limited track capacity often makes for some real head-scratching by the dispatchers in trying to move it all.

Because of all the traffic, the UP has been forced to look at alternatives to move trains as a short-term solution until all of their capacity improvements are finished. As a result, any time the UP needs to perform trackwork in the area, trains must frequently be detoured in order to keep things moving. Maintenance curfews west of Missouri Valley are handled by rerouting traffic via either Omaha or Blair as needed. However, a curfew east of Missouri Valley is another matter entirely, as UP has no other routes of its own to use. Currently, the UP has a unique method of moving trains around this area when required. Westbound trains coming out of Chicago head south at Nevada, Iowa, on the former Rock Island "Spine Line" toward Des Moines. Here, the trains turn west again onto the part of the old Rock Island now owned by the Iowa Interstate. The UP has negotiated trackage rights over the IAIS to Council Bluffs, and trains continue on this route to get back to UP rails. Eastbound trains have a different path, however. The UP sends eastbounds over the IC from Council Bluffs to Arion, just west of Denison. Here, a connecting track has been rehabilitated, and the trains rejoin the UP to continue their journey eastward. The IC eastbound routing is typically used only when major track

versa. However, coal trains destined to the power plant at Sergeant Bluff, just south of Sioux City, will come northward from Council Bluffs, head west around the wye at Missouri Valley, then go west to California Junction and finally northward to their destination. Likewise, the CBVPNPCB trains (Council Bluffs to Valley Park, Minn.) also use this routing as will grain trains coming from Minnesota destined to Gulf ports. However, empty Sergeant Bluffs coal trains often will turn west at California Junction and head directly west to Fremont, bypassing the Omaha area altogether. Intermodal trains and stack trains will almost always head from Chicago due west at Missouri Valley and run to Fremont and vice versa, unless a track curfew forces some of them to run via Omaha like the coal trains. Once in awhile, empty coal trains will also be run westward via Blair, as well. Other merchandise trains go from Chicago towards Fremont or Council Bluffs, depending upon their routing and blocking.

All clear on this so far? Just when

gangs are working on the UP, while the westbound IAIS route will still see two or three empty coal trains most days for the foreseeable future.

Compared to the UP, the Illinois Central may seem like a backwater branch line. In reality, the IC fields a pair of daily trains to and from Chicago and also hosts grain and coal trains as well as the occasional UP detours. There is a weekday local turn out of Fort Dodge that runs to Denison or even Dunlap if business warrants. The line had been independent as the Chicago Central until 1996 when former parent Illinois Central decided to reacquire the CC and bring it back into the fold. Changes have been occurring, notably the renaming of CC trains 51/50 as the IC's CHCB/CBCH to match IC train symbology. Other changes have been mostly limited to an increasing number of IC black "death star" painted units showing up on trains.

Railfan tips

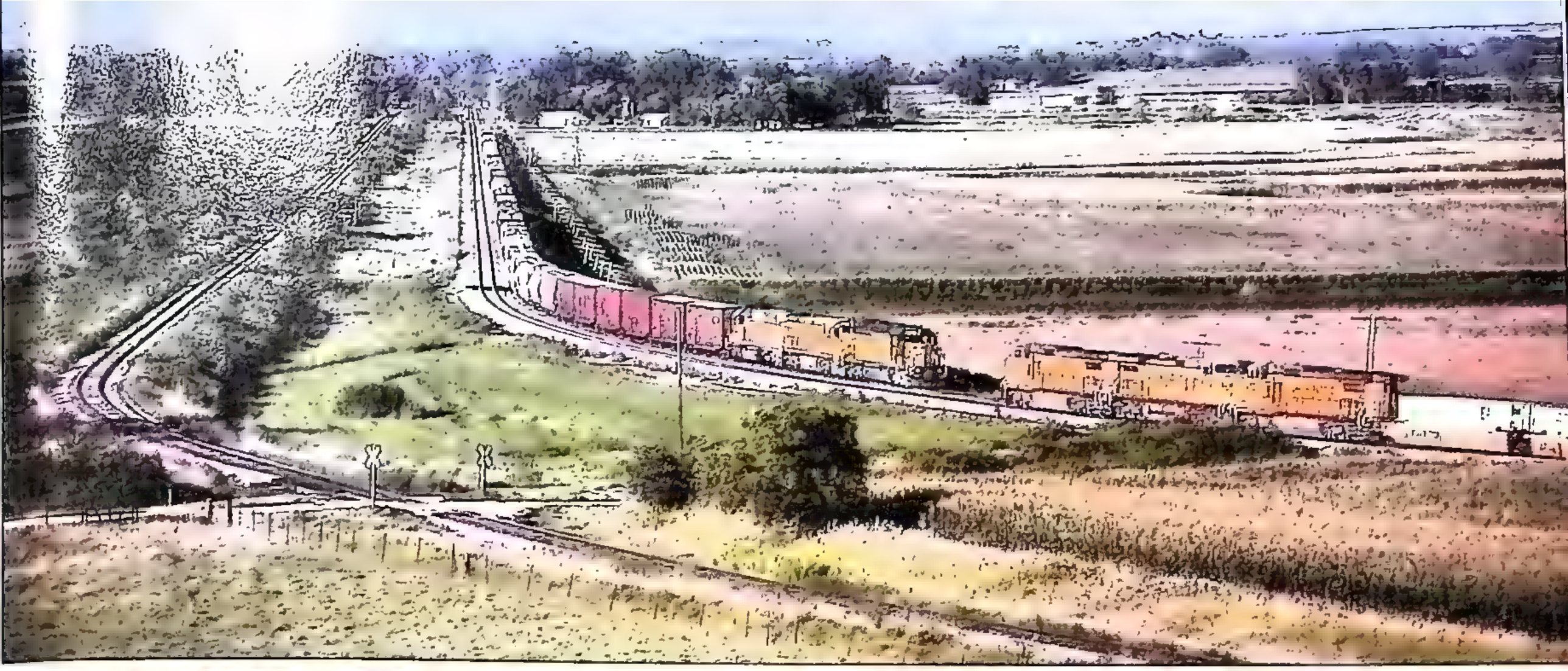
The two lines in the bottleneck are quite easy to follow. Can you say "US 30?" This highway follows both lines the entire distance between Denison and Missouri Valley, and for the most part you are never out of sight of either line. Between Woodbine and Logan, the two railroads do get about a mile to the north of the highway, but county roads offer good access to this section. West of Logan, the IC takes a more southerly route and bypasses Missouri Valley entirely. Between Loveland and Council Bluffs, the IC stays westerly along Interstate 29 while the UP runs along the base of Iowa's famous Loess hills close to Highway 183.

Some of the more scenic views can be found in and around Woodbine. Southwest of town the two lines run close to the hills along the edge of the valley, and some great scenic overlooks can be had from a parallel county road near West Woodbine. The IC overpass at Willett is reached from this same road. Other photographic items include the UP's bridges across the Boyer River at MP 289.9, MP 294.5 and MP 306.9. The latter two bridges are especially interesting because they are both large two-track through truss bridges that currently contain only one track. When viewed nearly head-on it is obvious that one track has been removed in the past. Logan is another spot with a number of nice views available as the two lines, the Boyer River and the town squeeze through a narrow spot in the valley. The second crossing of the two rail lines, at Loveland, is a good location that is adjacent to Highway 183. In general, the best views of the lines are had from public property or road crossings, and there is no need to trespass upon either railroads' property to get good shots.

As the lines run generally northeast to southwest, the lighting is best early in the morning through about noon. Eastbounds are best photographed during the early morning hours. Later in the afternoon, especially in the summer, the sun swings westwardly enough to provide good lighting for westbound trains. Overall, the lighting will favor westbound trains most parts of the day, although there are just enough twists and bends to keep you in reasonable light most of the day.

Interestingly, one of the more challenging times photographically occurs in late August through early October each year. Remember, this is corn country,

THE TOWN OF WOODBINE, IOWA, can be seen in the distance in these views from a hill near West Woodbine where eastbound stack train STCST-07 (**right**) with UP C41-8W's 9494 and 9531 bracketing C44-9W 9716 was meeting westbound CHNPBR-08 with C&NW SD40-2 6899 and UP C30-7 2423 and ex-MP SD40-2 4209 on August 9, 1996. A grand mix of CC&P Geeps (including IC GP18 9413 still in factory paint!) passed the same location (**below**) on July 28, 1995. Both UP and CC&P eastbound coal trains passed through downtown Woodbine (**bottom**) side-by-side on June 30, 1995.



and those stalks get mighty high in good years, often obscuring some of the views of the track!

The UP's line through here is a combination of CTC and ABS territory. Westward into Denison the two main lines use the unique C&NW directional-traffic ABS that features cab signaling with no wayside intermediate signals. Of course, current of traffic means left-hand running here. When C&NW pulled up the second main west of Denison, they installed CTC with more traditional searchlight signals and wayside intermediate signals. These are currently continuously lit, making it easy to determine whether a train is lined up or not. The Sioux City line is operated under track warrant, so trains operating to or from there can often be heard on the radio receiving track warrants from the dispatchers. C&NW cab signalling exists east of Council Bluffs and Missouri Valley, so every train through here must have a unit capable of operating on the C&NW-style ATC. As most of these trains are eventually bound for North Platte, the units typically are ones capable of operating on UP's cab signal equipment, which is quite different from the C&NW's. Nearly all newer UP and C&NW power has been purchased with dual UP-C&NW equipment, and a number of UP and C&NW SD40-2s also have the equipment, so these are the units that will lead trains through the area. Even though much of the power that goes through here is now UP, there is still an abundance of C&NW power around, and pure C&NW consists can still be seen occasionally. The UP's moderate repainting efforts have so far only begun to make a small dent in the C&NW roster, so there should be plenty of photo opportunities in the near future for C&NW fans.

Train speeds in the area can vary

considerably. While the timetable speed limit allows 60-m.p.h. maximum most of the way between Denison and Missouri Valley, most trains will average considerably less, especially if there are many meets to be made. Still, on occasion a hot stack train or intermodal train will manage to get a clear shot through the area and will breeze on past many other waiting trains.

Trains are easily found using a combination of signal indications and radio transmissions. The UP uses 160.890 mHz and 160.740 mHz as the two main frequencies in the area. The UP has hotbox detectors located at MP 297.4 near Dow City, MP 312.4 just east of Woodbine and MP 332.4 just west of Missouri Valley on the line to Fremont. Also, given the amount of traffic it is very common for crews of trains heading into sidings to ask the dispatcher how long they will be there or how many trains they will be meeting.

The Illinois Central line is dark territory with a 40-m.p.h. maximum speed. Trains are dispatched using track warrants given out on 160.190 mHz. Meets are often set up at Euclid, and occasionally the local will meet a train at either Denison or Dunlap by backing in on a house track. The IC posts a maximum of 40 m.p.h. on their line, but don't let the modest track speed fool you — Illinois Central trains can be hard to chase because they seldom have any opposing trains to meet! That, combined with the shorter route the IC takes between Logan and Loveland, means that they can easily get ahead of you and be hard to catch. In fact, you are currently much more likely to be able to chase trains on the UP due to the meets they must make.

The Chicago Central was famous in recent years for running strings of ex-ICG Paducah rebuilds and Milwaukee Road cast-offs, thus becoming one of the few lines where first-generation EMD power was relatively abundant. Their roster was a grab-bag assortment of older EMD's in a variety of paint schemes. Combined with some of the larger coal trains that CC ran, there was frequently enough business to warrant four to six or even eight GP10s, GP18s and Milwaukee "GP20s" per train struggling to keep things moving. Since the IC reacquisition, however, there has been an increasing number of IC GP38s showing up as lead units, although CC units are still common in the consists. Still, the IC provides an interesting contrast to the latest and greatest the builders have to offer showing up on the UP.

Visitor to the area will find hotels, motels and restaurants in Denison and Missouri Valley. Gas and convenience store items can also be found in Dow City, Dunlap, Woodbine and Logan. The area's close proximity to the Omaha metropolitan area allows visitors to choose from an even greater variety of lodging and still be within a half-hour's drive of Missouri Valley.

Coming changes

The big story, as far as this article is concerned, is on the changes the UP has in store for this area. At one time there was an idea about acquiring and rehabbing the parallel IC line to form a second main line, but the costs and operational logistics ruled this option out. Instead, the UP decided to rebuild the second main on its own line and in October 1995 announced plans to begin this reconstruction. In addition, plans are under way for double tracking most of the route between Missouri Valley and Fremont, which is scheduled for completion by the year 2000. The UP has already begun trackwork with the first segment, between Missouri Valley and Logan, being completed in the fall of 1996. The next phase of construction includes building a second main line eastward from Logan towards Woodbine.

Over the following years the UP plans to substantially complete the remainder of the second main line between West Denison and Logan and also from Blair to Fremont in Nebraska. The entire stretch will be CTC signalled with new control points and power crossovers to be located at West Denison, at an unnamed spot between Dow City and Dunlap, at another unnamed spot between Dunlap and Woodbine, at a third unnamed spot near Willett and the already-installed East Missouri Valley.

In Nebraska control points and crossovers would be located at West Kennard and East Fremont. Besides the Denison to Missouri Valley second main, the work includes construction of second main from Missouri Valley to California Junction, relocating the small yard at Missouri Valley to a site just north of California Junction on the Sioux City line, and building a crew change office just west of Missouri Valley.

As part of the labor negotiations to consolidate UP and C&NW employees, the UP plans on moving the crew change point from Fremont to Missouri Valley in the coming years. Additional plans call for extending the second main west from California Junction towards the Missouri River bridge and installing a new control point and power crossover at Walnut Creek, about four miles east of Denison. In Nebraska, a second main will be built east from Fremont towards Blair, which will ultimately result in two main tracks the entire route except for the stretch through Blair and over the Missouri River bridge. This stretch will include a major line change in the area of Arlington, aimed at building a straighter, easier-gradient line to make possible routing of loaded coal trains via Blair instead of Omaha. Upon completion of these projects, the trackage in Fremont will also be rearranged to make the route from the UP to the ex-C&NW as the straight-away route and the UP towards Omaha as the diverging line.

The reconstruction is more than simply laying down some ties and rail on the existing subgrade. The UP has chosen to spend the money to rebuild this track to meet the current UP standard of 20-foot track centers. This calls for widening existing culverts, building new subgrade and in many places building entirely new bridges on the new alignment. In some cases, the new line is being built on the opposite side from where the second main originally was. The line will have concrete ties, welded rail and CTC. As part of the work, intermediate signals are being installed, as well. All signals, intermediates and absolutes alike, are the standard UP color light signals with hoods and approach lighting.

With congestion already a problem and traffic expected to increase, the improvements will come none too soon to satisfy UP management. For the railfan, these changes will greatly affect how one watches trains in the area. Gone will be the days of watching trains pull into Woodbine siding to meet three, four or even five trains. Instead, traffic should roll through speedily with minimal stopping. Train chasing will give way to train watching. Still, the prospects of additional traffic mean more trains to see, and the scenery itself will still be great. So the next time you're in the Midwest, plan on visiting the West Iowa Bottleneck. You won't be disappointed.

BRAND NEW C44/60AC "CONVERTIBLES" 7039 and 7038 were making their first trip west as they crossed the now-single-track Boyer River bridge west of Dunlap with the CNMIV-12 on January 13, 1996. Veteran C&NW SD40-2s 6815 and 6911 **(below)** were westbound under the Chicago Central bridge at Loveland on May 13, 1988, with the abandoned second main clearly evident. A dramatic sky **(opposite)** was the backdrop for SD40-2 3408 and GECX C30-7L 3003 on the Sioux City line at California Junction on May 19, 1995.

Frisco 1522 and the BNSF

by Tom Kelcec

PHOTOGRAPHY TOM KELCEC EXCEPT AS NOTED

WHAT DOES IT TAKE to operate a privately owned steam locomotive on a major American railroad today? Only a few people or groups have been successful in doing it, and the future is likely to be even more restrictive if the locomotive operators do not know how to deal with the ever narrowing field of mega-merger railroad companies. Today, only the Union Pacific maintains its own corporately sponsored steam operation, though Burlington Northern Santa Fe is embarking of a program of its own that will utilize privately owned and manned locomotives. One of them is Frisco 4-8-2 1522.

By examining the 1522 and its people we can learn three things: (1) What makes a successful volunteer organization tick. (2) How did they develop into a role where they are *asked* to run on the main line by their host railroad, rather than the other way around. (3) Why would a premier main line railroad in the 1990's want to have a private steam operation on its main line, anyway? The venue for our education will be the movement of the 1522 from its home at the St. Louis Museum of Transportation to Topeka, Kansas, in 1996. The BNSF is the host railroad, the St. Louis Steam Train Association (SLSTA) is the engine operator, and the annual Topeka Railroad Days festival is our reason for being.

Wednesday, August 28, 1996

It's 5:50 a.m. in a muggy, modern Gateway City as my intrepid taxi driver and I search out the BNSF's North St. Louis yard, where the 1522 is hiding. A flurry of activity is underway, with more and more crew arriving by the minute. Charlie Salter, son of the noted railfan, will be the BNSF pilot engineer to Hannibal. Don Wirth, SLSTA chief mechanical officer, and Frank Willis, SLSTA service crew chief, are on hand, and the SLSTA engine crew confers with the BNSF pilot crew, reviewing orders and planned meets with southbound Powder River Basin coal trains.

At 6:21 Frank holds a crew safety meeting in the *Chouteau Club*. "Nothing is to be done on the locomotive on the road until a blue flag is placed on it by one of only two authorized personnel. Proper attire is required of all engine crew (steel-toed shoes, ear protection, hardhats and glasses with side protection)."

At 6:53, the 1522's cab radio crackles with word from Fort Worth that we can go when ready. Don Wirth cracks open the throttle, and we begin our 120-mile journey up the old CB&Q river line to Hannibal. After a few foggy miles, we cross the Missouri River. An air hiss audible in the cab almost from the beginning results in our stopping at Milepost 21 to change out the 26L brake valve. Apparently a gasket has let go.

Arguments abound in steam preservation circles as to the merits of keeping a steam brake stand in a steam engine or replacing it with a modern 26L. Both rarely break, no pun intended, but parts are difficult to find for the former, while the 26L can be fixed anywhere today. The SLSTA has a policy of making the 1522 "railroad friendly," so they have a spare 26L. Don Wirth and Jeff Schmid handle the plumbing with ease, and after 45 minutes we are off again.

The running generally is a calm, cool 60 m.p.h. on the level flood plain of the Mississippi. Don looks quite at home in the cab, perhaps like his father did, surveying the track ahead and blowing the whistle in the time-honored manor. The senior Wirth was a Frisco engineer with seniority that ran back to 1916. He took a great deal of pride in being able to run a locomotive well, Don told me, and always made Don yearn to do that as well. The 1522 worked from Kansas City to Birmingham, I've been told, and worked out in Oklahoma quite a bit in the mid to the late 1940s. And it made it to St. Louis. Don has been able to run the 1522 up Rolla Hill eastbound out of Newburg several times, on his father's old division, fulfilling a longtime dream. But today, he will have to make the experience on the CB&Q's old line suffice. I think it suits him well, for we roll right along, the engine's whistle moaning our passage into the warm, damp air of a Midwestern summer.

Holding the main and not stopping, we meet a southbound unit coal train at 9:25. The SLSTA service crew riding the engine takes their second driver bearing temperature readouts shortly thereafter. This periodic ritual provides data on the engine which can be plotted over time as to speed and load, thus helping with maintenance and service procedures and is an extra measure of insurance against possibly costly problems. From 10:28 to 10:50

we stop to meet another southbound coal train at Ashburn. Our last meet is just south of Hannibal, next to the Mississippi, where we back into a siding to let a southbound stack train pass. While we wait patiently, a replica stern-wheeler paddles by. It definitely evokes images of Mark Twain's day.

By 11:39 we are in Hannibal, and the highly organized service crew takes care of lubrication and water duties. George Rees' marketing team sets up the souvenir sign on the roof of the *Black Gold* and starts to sell memorabilia to local townsfolk. Along with off-duty crew members, I experience my first multi-course lunch of the trip in the *Chouteau Club*, prepared by the wonderful team of Ellie and Dick Sopp. The quality, variety and quantity of the cuisine are apparently well known to the crew, for some call the *Chouteau Club* "Ellie's Deli," and others tell me the SLSTA really stands for the "St. Louis Steam Table Association." Indeed, of all the engine crew fare sampled over the years, the 1522's crew eats the best. After one hour we are off with Wellie Lazier at the throttle. We cross the old Wabash line to Kansas City, still heading north on the west bank of the river to West Quincy (as in Chicago, Burlington & Quincy) where we will pick up the Santa Fe Pullman bedroom car *Regal Lane*, provided by the BNSF for SLSTA crew use this trip, and wye the train so we can proceed west on the old CB&Q St. Joseph line from West Quincy to Brookfield, Missouri.

Why steam on BNSF?

Our uneventful, 50+ m.p.h. ramble to Brookfield allows me time to chat with Jim Schwinkendorf of the BNSF on the whys and wherefores of steam on his railroad. Jim is now the director of contracts & joint facilities out of Fort Worth. He is the sole focal point for any and all steam movements and excursions on the BNSF system. His primary role is to be the liaison between the railroad and the steam group, helping to solve problems and promoting the efficient movement of a 70-year-old machine across a state-of-the-art Class One railroad. Jim has a railroad career spanning trainmaster, AVP of operations on the Milwaukee Road and responsibilities for certain contract, insurance and corporate relations matters. He is uniquely suited to his role, one which he readily admits to enjoying, since for him railroading is an avocation as well as a vocation. Without Jim, quite possibly no heritage movements would run on the BNSF. Given his experience, authority and candor, we should all listen to what he has to say.

Jim starts with a little history. The CB&Q ran fantrips back in the 1960s, of course, but stopped due to a change in management policy. Moving forward a quarter of a century, we find the 1522 repaired and having run to Wisconsin under the generosity of Mr. Chris Berger on the Chicago & North Western and President Burkhardt of the Wisconsin Central. Back in St. Louis in 1989 and wanting to possibly run an excursion in conjunction with the Norfolk Southern, but having done some rod work and needing a break-in run, the SLSTA was in a Catch-22 situation. They couldn't run on the NS without having proven the repaired engine, but where would they do that? The SLSTA took some initiative and wrote to Mr. Grinstein on the Burlington Northern asking for a break-in run opportunity. The letter wound up on Jim Schwinkendorf's desk.

Enter serendipity and luck. The 1522 had a track record: the WC trips. Reputable steam men known to the BN, such as Steve Lee of the Union Pacific and Doyle McCormick of SP *Daylight* 4449, had advised the 1522 project from the get-go, and Steve was and is on the SLSTA's board of directors. BN vice president-transportation at that time, Wayne Hatton, was sympathetic, so the BN's CMO came over and gave the engine a mechanical checkout. He was impressed with the quality of the restoration and the documentation thereof. With the preliminaries completed, a short, midnight freight run, without any publicity whatsoever, was arranged, and all went well. Enter more luck. The NRHS was having a convention in St. Louis in 1990 and wanted to use the 1522 on a trip over the Frisco (now part of BN) to Newburg. With a little 1522 experience under their belt, the BN, with Jim's urging and Wayne's okay, decided they would support the national convention with a trip. The BN was committed to learning how to run such a trip and solve the insurance problems after a long steam excursion hiatus. The 1990 St. Louis NRHS convention trip to Newburg went well, and the BN was impressed. It was the major break the 1522 and SLSTA needed. Why it happened was "the group, the machine, the event and the location," in Jim's words. It is what started steam's return to the BN. The rest is carefully planned and calculated history.

Jim further discussed the BNSF's position.

"Senior management's focus shifted over recent years to recognize that we do have a heritage tale to be told, and maybe the use of steam could assist us in telling that tale. Our resultant over-the-road heritage program is therefore aimed at doing a few things annually that meet our defined corporate criteria — and doing them very well. Our focus since we started in 1990 has generally been a community event we have chosen to support, such as Topeka Railroad Days (1522), Lincoln Haymarket Days (1522), the 100th anniversary of Portland Union Station (4449), Galesburg Railroad Days (1522 and 261) and the Heartland Whistle

IN A PERFECT MARK TWAIN SETTING along the Mississippi River, Frisco 4-8-2 1522 met a BNSF stack train (**left**) at Hannibal, Missouri, en route to Topeka on August 28, 1996. On September 2 it performed a photo runby (**below**) on the Topeka-Emporia excursion.

Stop Tour (1522). These are generally display situations involving a deadhead movement of the steam engine and some cars, with a few highly qualified passenger-carrying trips on occasion. But we do not run public excursions for railfan groups unless it is for a national event, such as the 1990 and '94 NRHS conventions. In 1996, we ran four separate steam movements: 4449 out of Portland, 261 Chicago to Galesburg to the Twin Cities, 261 on the Fourth of July weekend as part of the Minnesota Heritage Festival and here in conjunction with Topeka Railroad Days. Each of the these is a community event where the BNSF wanted to participate as a corporate citizen.

"Why does the BNSF do steam trips in the 1990s?" I ask.

Jim says, "When you pull into town and look at all the faces that you see out there, there are nothing but smiles on those faces. And that's why we do it, from the railroad's perspective. It makes everyone at trackside feel warm and fuzzy about the big, modern, corporate railroad, if only for a day or so. Steam brings to towns the history of how the towns came to be, evoking comments like 'My daddy was . . . .' Shipper trains are powered by diesels, our employee/family train rides are powered by steam. We prefer to do a few unique events. We do not want overexposure. And we have no staff, no steam department, no locomotives and only a few cars. However, for all the effort we put into what we do, in conjunction with groups like the SLSTA, we get a good bang for the buck.

"Take the Topeka Railroad Days (TRD). This is an annual event at which we always participate at some level. This year, we are providing the 1522 and passenger cars. We assist the 1522 getting there and back, and TRD pays the 1522 for being on display. We will not charge for the use of our cars on the Emporia excursion trip (which we do not sell the tickets for, I might add) since this is a community event that the BNSF wants to participate in. Everyone gets the credit, and TRD is win-win for everyone involved.

"We will consider a heritage movement if it serves the interests of one of four constituent groups, not in order of preference: lineside communities, employees, shareholders and shippers. Our Topeka trip meets two of the four. We feel that making people feel good about the company is worth some expense. That said, we try to make these outings unique events. We have not and will not run steam excursions all over the system year after year. We don't have the staff for it and don't think it's necessary. You can get a nice bang for your buck if you do a few things well. While the locomotive and the SLSTA's cars don't say BNSF on them, the flags on the engine and our business cars surely do. Also, the modern railroad is involved in order to let the historical equipment operate, so the modern BNSF gets the credit. We do not have, nor do we foresee having, the investment in cars, locomotives and staff similar to the NS or the UP. We can accomplish

JIM SCHWINKENDORF OF BNSF (at right) was discussing logistics with Don Morice of the SLSTA crew at Argentine Yard on August 29, 1996. Possible future 4-8-4s being considered for operation by BNSF are SP&S 700 (**opposite top**, near Kennewick, Wash., on October 18, 1990) and Santa Fe 3751 (**opposite bottom**, at Bakersfield, Cal., on December 28, 1991).

I ask if the steam operations break even.

"No. There is a nebulous return on investment in this sort of thing — are we going to get enough community goodwill and family participation to justify the outlay? It' hard to quantify. In the big scheme of an $8 billion company, what we spend on these isolated events is not a big deal. In 1995 we did some major road mileage with the 1522 on two lengthy trips that was carefully scheduled to bring in some revenue (the HBO *Truman* movie shoot) to help offset the costs of our Heartland Whistle Stop tour and participation in a National Archives trip commemorating VE Day. It all worked well. That said, we get a lot of requests to support events all over the system, which we cannot physically do, especially with a two-week lead time. The 1995 Haymarket, Galesburg, HBO, VE Day and Heartland Tour trips were one year in the planning stage. Since we have a limited capability, if our plate is full already, we will not even support a national event, such as an NRHS convention."

"Is there consideration to extending your steam heritage program beyond a reasonable radius of 1522's home base?"

"Yes. We are giving it some consideration. But remember we have a vast system, and we don't want to have a steam engine operating somewhere where we cannot support it or it is too far from its home base. There is an ongoing process on our side to try to make a better rapport between the BNSF and the three other main line capable engines in the west that have a heritage link to our current system. These three 4-8-4s are the Milwaukee 261, AT&SF 3751 and SP&S 700. We have let the 261 on our system twice. When we let an engine on our railroad, it has made the grade to at least some degree. When we commit have demonstrated to groups other than the 1522 that steam movements can be done. We have shown them how. With the other two groups, if they do not want to pick up on it and behave accordingly, that's it. If you are a group that has stubbed your toe, it's really tough to get that corrected. For example, if you are perceived as a group more interested in pictures than in running your engine when and where we say, we are not keen on letting you out on the main line between intermodal trains. If you have 22 people who all want a cab ride, it is just not going to happen and infuriates the railroad. We are working on various issues with the 3751 and 700 groups, as these engines are strategically placed on the West Coast. However, if they don't pick up on what we keep telling them, they will stay cold. In all fairness, however, these organizations have changed relatively recently, and things may go much better. I've been asked to do an inventory of serviceable, main line steam engines in the combined BNSF territory. We're not talking to the 3751 and 700 people just for fun."

"Can you elaborate a little more on why you have done so much with the SLSTA and not with anyone else?" I ask.

"Sure. Steam people have to execute like railroad people. They cannot be railfans in the execution. Any railroad, and ours is no exception, is not out there dying to have a steam engine come on its property no matter how good the restoration. The reason the other groups are not running is their organization, or lack of it. A group's lack of organization and/or planning cannot interfere with our desire to have that engine run when we want it to run. The group must understand our objectives and fit in with them. 'Fitting in' is the key. When everything goes well, practically

light engine test. Railroads have a justified fear that steam operations will be a spectacle that will delay intermodal trains and so on. Railroad operations people and dispatchers don't want to hear that you're not ready because the fuel truck is not here or we need more time to do 'X.' In these situations, the railroad must go from a planned mode to a reactionary mode, and we don't like that. I cannot stress enough that if the steam engine group cannot be railroad people on the road, the engine will stay cold. End of comment."

The detector at Honeywell, Missouri, calls out that there are no defects. It occurs to me that we have been running for a long time at 60 m.p.h. with no fanfare, just like a regular service train on a regular railroad running on a planned schedule. Which we are.

"Why has the 1522 and SLSTA been able to run so much on the BNSF?" I ask.

"They are a professional group that has learned what the railroad wants out of them. They help us by asking us what they can do to facilitate running on our system. They do not demand to run — in fact, all recent outings of 1522 have been at the BNSF's request. They started out at the bottom of a learning curve, like everyone, but took small, patient steps to rise on that curve. They have helped us in a very cooperative way to determine what we need to do in order to have a steam engine run on our railroad. The 1522 is a main line restoration of a main line suitable engine, not a museum quality restoration of a slow-speed, museum engine, as I call them. Don't get me wrong, museums are great, and there are a number of nice small engines out there, such as the NP 4-6-0 328 in Minnesota, but I'd be crazy to invite them out on our main lines.

"The SLSTA also knows how to be prepared for eventualities on the road and react properly when they happen. For example, the 26L air-brake valve needed replacing earlier today. We changed it and were on our way in 45 minutes — that's not too shabby. The SLSTA runs in a professional manner, when and where we want, with the flow of traffic. They are also well organized in a militaristic way that we can readily relate to — they are not two people deep and 200 wide. We know exactly who is in charge, with the authority to make decisions on the spot. Each person executes his duties well. They also asked to have a BNSF employee on their board of directors, and we obliged. I'm it.

"What advice do you have for other steam groups, currently active or proposing a new restoration?"

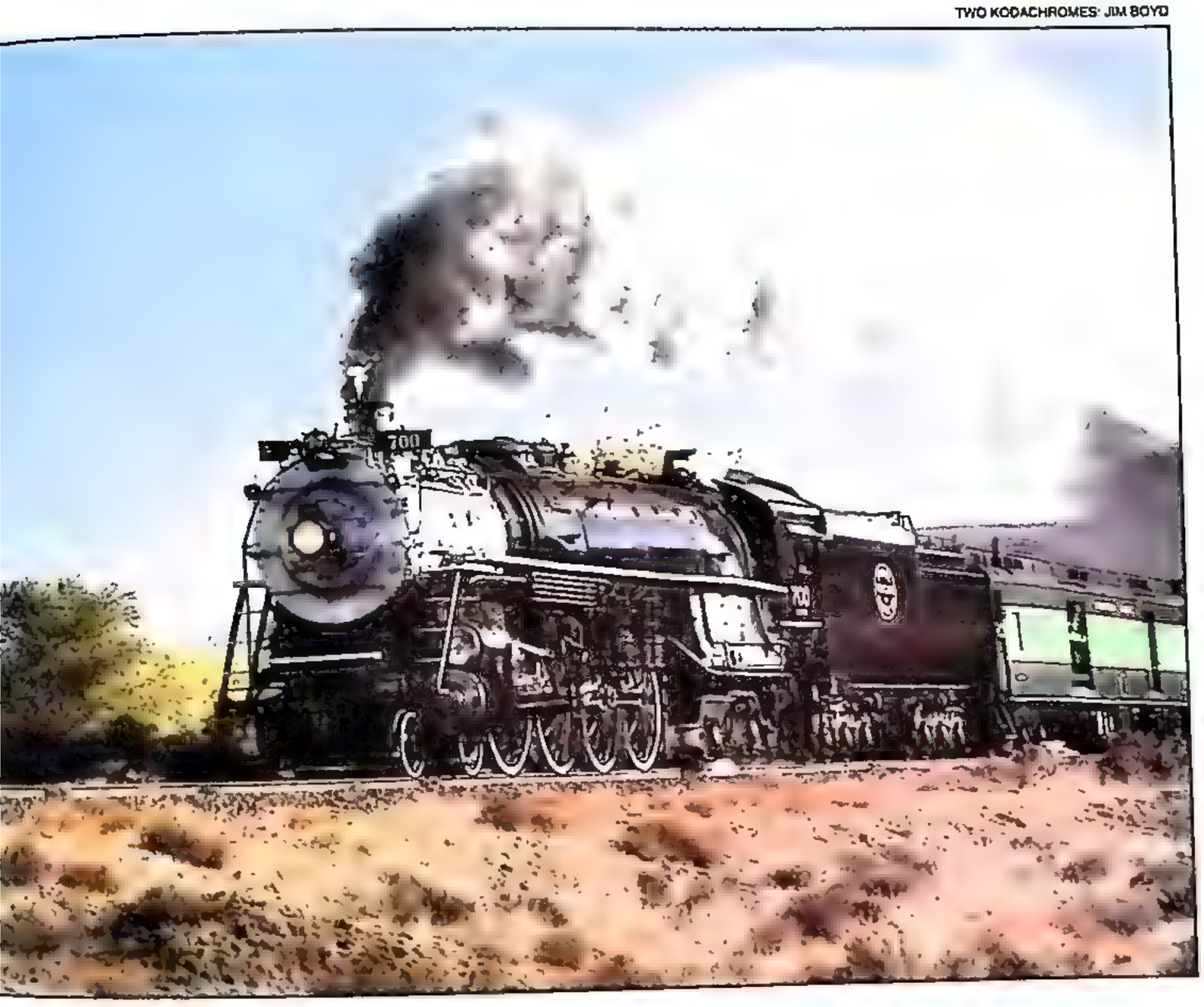
"The biggest issue is not doing a first class, main line quality mechanical restoration on a suitable locomotive. The right people and money can get you that. The problem is the transition from being a mechanically oriented restoration group that loves their machine to an operating group that is capable of running it and commingling with a bunch of corporate people who worry about bottom lines, shippers, letters to CEO's and so on. It takes a whole different set of skills, and many groups cannot make the transition. But those that do get to run. The dilemma is not the BNSF but the group. We will demonstrate what is required in terms of organization, training, planning and execution. It is then up to the group to adopt these practices. To help this situation along, on this trip to Topeka we have a representative of the new 3751 organization (Santa Fe engineer Warren Scholl) riding with us to observe how we and the SLSTA work together. Hopefully, this will be instructive.

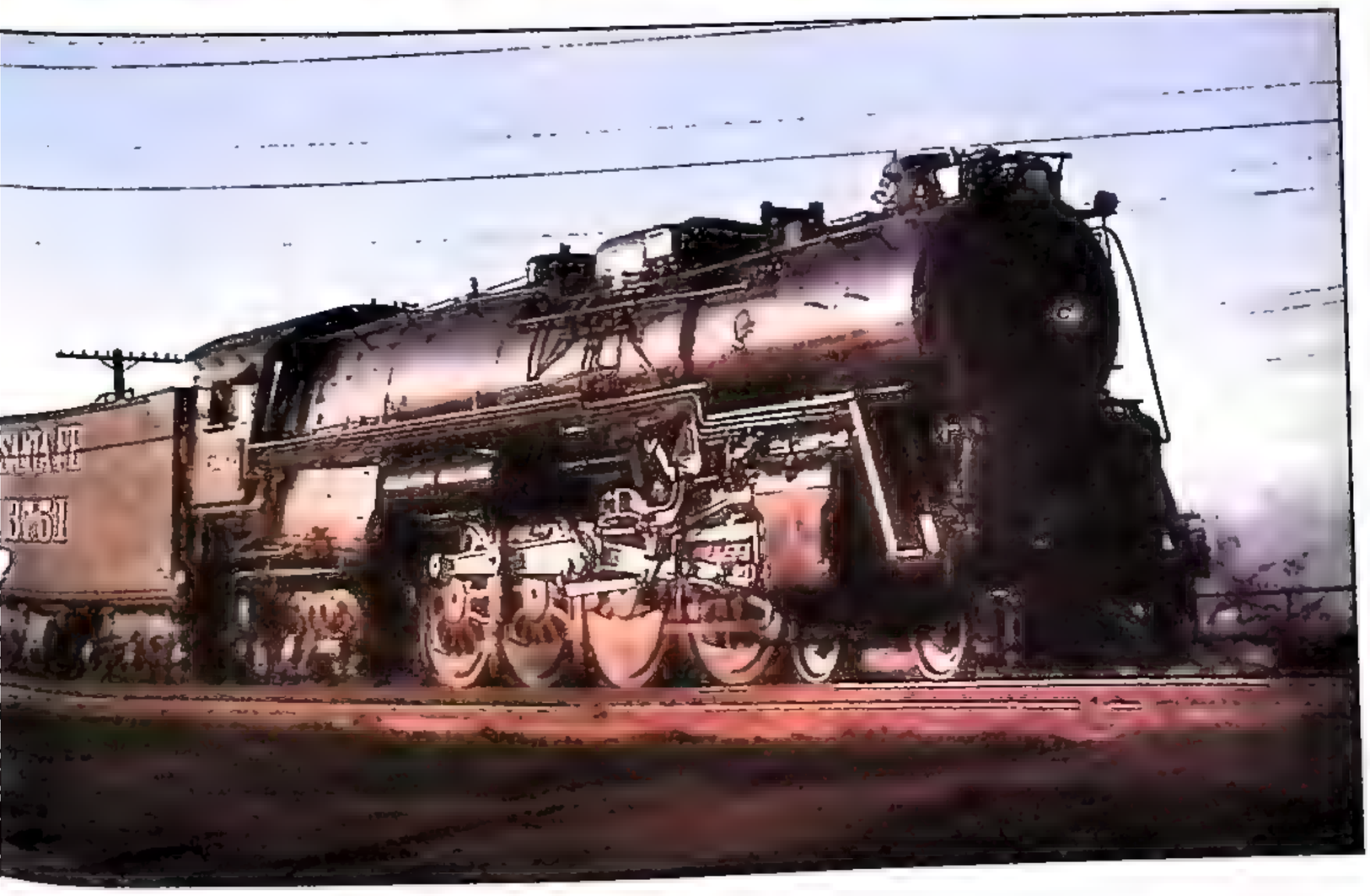
"Along this same line, you asked if we wanted to use an engine, would we lease it and have the restoration group maintain it for us. The group has yet to come forward to admit that this would be a satisfactory arrangement. Everybody wants to run their engine themselves. They may be ready to run it, or think they are ready, or think they are competent, but we may not agree. It generally always boils down to people issues.

"As far as advice to a new group, it's not my position to tell somebody to restore or not restore an engine or car or whatever. However, there's no guarantee from our railroad that 'if you restore it, we will come to you.' I know of a number of in-process or wishful thinking steam projects. These are well known. They should realize the business risks of what they are doing. There are no more than ten main line steam engines in the U.S. today that I would be semicomfortable with on my railroad. My criteria remain, 'How good was the restoration? How good is the group? Can they run?'

"One of the major problems in trying to use a new engine is the track record Catch-22. For example, the 3751 is on a section of our system where you cannot stub your toe and where you can't learn because it's so mainline-mainline. It's a great restoration, though. There has to

TWO KODACHROMES: JIM BOYD





be a learning curve with each engine and group, starting with little steps. One of the first trips should not be a death march from L.A. to Chicago and back. When it was all over, the railroad hated it, the steam folks hated it and everyone said 'let's not do that again,' and that's a tragedy. That's exactly what you *don't* want to have happen.

We have worked well with the 1522 since inception. Where they run is sometimes at our request, sometimes at the request of a lineside community or other organization. It's a *quid pro quo* — the BNSF doesn't own a runnable steam engine, and the SLSTA doesn't have a railroad on which to run. Even so, such trips take inordinate amounts of time to plan, both for us and the SLSTA, so we can't do too many in any one year. The *Truman* HBO shoot and the Heartland Whistle Stop tour took one year to plan, for example."

"How does the BNSF handle the public relations aspects of its heritage program?"

"We have a corporate public relations person coordinating trips such as the Heartland Whistle Stop Tour. We had 36 separate events on that trip, whether breakfasts, dinners or excursions, and BNSF handled all scheduling, press releases, logistics of where to park the train, etc. A lot of our favorable PR, especially in smaller towns, is that the railroad is a part of their history and it was and is still important to them. We want to portray that we are a good neighbor. We live in communities and run through communities. The normal railroad press coverage is of LPG tank car blowups, so the coverage we get with the steam engine is a nice, warm, fuzzy, hometown feeling, and we use the steam engine as a draw to invite people trackside. We even get media coverage in towns we do not travel through, like Des Moines, and we get favorable copy on being a good enough neighbor just to provide the train for people to look at. When we stop, we will open up the train for people to tour. We also invite law enforcement people on board for an Operation Lifesaver meeting, and so on. At Topeka, we have hundreds of employees and their families. Our whole heritage effort is all very worthwhile for a multitude of corporate purposes."

Another detector, at Callao, calls out "no defects" on Jim's radio. Shortly thereafter, at 5:57, we arrive at Brookfield — a division point that used to have a roundhouse — and the end of our run for today. A small crowd of local citizens and children are here to greet us as we stop on a siding south of the single-track main that allows for easy and safe servicing and fuel oil delivery. By 7:30 all servicing is completed, and the crew is dispersing either to the motel in town or the *Regal Lane* in the train. It is, once again, nice to have your own private, five-car, steam-powered train in 1996.

Dick and Ellie Sopp go off on their daily foraging for fresh diner provisions using the large Ford crew van which has been rented for the trip. The SLSTA also uses Don Morice's Jeep Cherokee, which follows the train as well and helps direct the fuel oil truck to the right spot at each fueling stop. On a multi-day trip, the SLSTA, just like the UP and the 261 crews, have found that it pays to have your own vehicles available to ferry people, provisions and stuff from one place to another. I join the crew at an *ad hoc* group dinner at the motel and learn still more.

Organization is the key

I chat with Dave Roeder about the quiet professionalism of the service crew and learn how that came to be. Dave, with his engineering background, was selected the first crew chief supervisor. After the early Wisconsin Central trips, Dave decided that to ensure that everything was done correctly at all times, and also communicate to any host railroad that the SLSTA was a professional group maintaining their machine properly, formal written procedures and assignments would be drafted. The result is a 19-page document detailing all aspects of lubrication, fuel, sand, water and cleaning procedures; general safety and servicing rules, and specific procedures for firing up and shutting down the engine. All of this is geared towards keeping the engine and all its systems in top form and reducing the chance for any road breakdown. Boilers last a long time if they are treated well; the same for bearings. A line drawing of the engine delineates 110 separate lubrication points employing eight different kinds of lubricants. In order to verify that work is done, a crew assignment sheet is used for each service stop, listing who is in charge of each assignment and when their task is completed. The crew has been cross-trained, and seasoned hands at one task teach newcomers. The goal is no confusion at any time and complete execution of all tasks in the shortest possible time. The record for a full service stop is currently 36 minutes, including taking water.

"The single factor that allows the 1522 on the road is our organizational skills. You cannot be a foamer railfan and deal with the railroads. We are the opposite." says Roeder. "Every time a steam crew goes out on a railroad it has to reprove itself. By being planned and organized and used to tight execution, it's much easier to retain your competency."

By 10:30 the last engine crew is off the engine, the fire is killed, the stack is capped and the "jewelry" (builders plates and headlight number boards) is removed and safely stowed. Everyone goes to bed.

Thursday, August 29, 1996

At 05:30 the engine is lit off and brought back up to pressure. At 8:09 our air test is done, and we pull at 8:24, following a four-unit general merchandise that has recrewed at Brookfield. It's a cloudy, hazy day. Jeff

Schmid, this morning's engineer, has us up to 60 in no time on the Centennial Cutoff from Brookfield to Maxwell, so named for having been constructed new about 1950, celebrating 100 years of CB&Q operations and providing the "Q" with a more direct route into Kansas City. A relaxing time in the *Silurian* observation car and another opportunity to learn more about the SLSTA from Bob Meier, Wellie Lazier, Don Wirth, Jim Schwinkendorf and others.

"The SLSTA is not a democracy," states Bob Meier. "We have a board of directors, who set policy, and we run this just like a business, with plans and budgets and assigned duties. Our board consists of Charles Babington, Frank Willis, Steve Lee, Jim Schwinkendorf, Jeff Schmid, Don Wirth, Dave Roeder, Wellie Lazier, Don Morice and myself. Officers include Wellie Lazier (executive VP), Don Wirth (VP and CMO), George Rees (VP Marketing), Dick Sopp (Treasurer) and Charles Babington (Secretary and Counsel). Steve Lee has helped us from the beginning, particularly in how to deal with a railroad. While we have run recently exclusively for the BNSF, we will run for anyone, based on economics, but unless we can do a quality job, we won't go out."

Don Wirth adds that, "the SLSTA has never run any excursions or trips on its own. If it had access to the equipment, maybe, but not likely. The 1522 is basically a locomotive for hire." And Bob Meier alone decides when and where the 1522 will operate. So far, his decisions have been win-win.

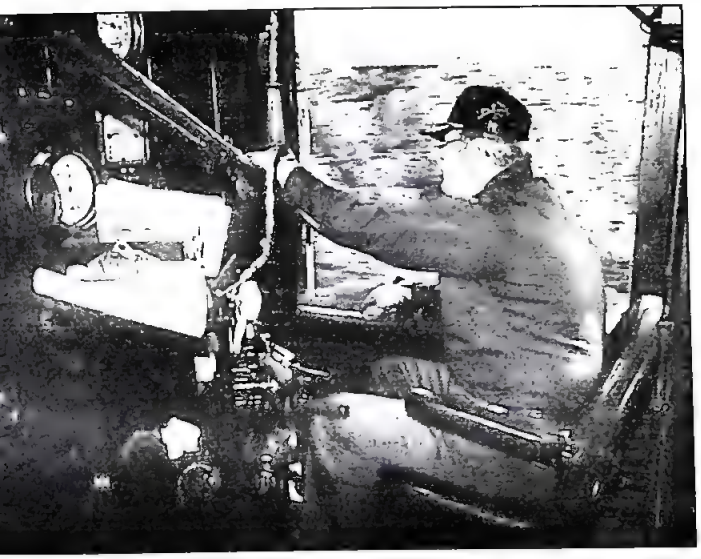
There is an annual budget for everything, from insurance (Bob), to engine maintenance (Don) to souvenirs (George) to revenues (Bob) to car maintenance (Jeff) and so on. For donations, SLSTA is a 501(c)3 organization. The BNSF does not pay a per mile fee for the use of the engine but does cover fuel and crew and other out-of-pocket costs en route when the event is sponsored by the BNSF. The railroad also donates parts and equipment or money on occasion, the latter via the BN Foundation, to help with repairs. For example, during the front truck bearing problem some years back, the BN donated shop space and time to work on the truck as well as four roller bearings to facilitate the conversion. The BN also donated two cars, an ex-NP baggage car (the *Black Gold*, now used for tools and souvenirs) and a caboose. The train we have today is a far cry from the first moves, when all the crew rode in automobiles or in a borrowed "crew car" along for the trip.

Always insurance

Insurance raises its head, as always. The BNSF has an excursion agreement/contract that they wrote back in 1990 to be the best in the business, and it is still in use (and used by other roads, as well). The BNSF does not provide its own insurance, like the UP, but asks heritage equipment providers to furnish their own, in proportion to the event. Since this is a deadhead move (SLSTA crew only) the BNSF only requires a $5 million policy. (If our trip was an excursion, such as the 4449 from Portland to Vancouver, a $25 million policy would be required, and that might cost the trip sponsor $70,000 for a weekend). The SLSTA buys an annual $1 million liability policy to protect St. Louis County and has personal property coverage on the 1522 and the cars in the train. To indemnify the BNSF, the SLSTA shopped carriers that would write railroad coverage and use the contract words the BNSF required. It has a $1 million primary policy to which umbrella riders are added as necessary. Fortunately, this has all worked out to date. Premiums have been constant, but then, knock on the *Silurian's* wood paneling, there have been no claims. The BNSF, per Jim Schwinkendorf, does not envision buying its own policy and reselling it to trip operators, a la the UP, but they will help a trip sponsor obtain the insurance.

"Steam provides an attractive nuisance argument for risk management professionals, but as long as the public behaves fairly well, and local law enforcement helps, we have no problem with the situation," says Jim. All insurance deals are fragile, however, and with one big claim any future operations are probably out of the question.

MIKE DEL VECCHIO



ENGINEER DON WIRTH took the 1522 up the Frisco's Rolla Hill on September 4, 1996, for the seventh time since its restoration. A classic scene of granger country was recreated **(opposite)** as the 1522 blew through La Cygne, Kansas, at 60 m.p.h. on September 3.

Figuring the cost

On determining what to charge for an engine for hire, the 1522 is priced out per mile, using a spreadsheet developed by Wellie Lazier and Don Morice. Cost is a function of anticipated tonnage, fuel costs, insurance, crew costs, reserves for maintenance (the goal is to have $100,000 in the bank to prepare for the next class 5 overhaul) and contingencies. A number of "what-if" cases are run to arrive at the final quotation. A minimum fee of $4000-$5000 per day for the engine plus a charge for increased levels of insurance required by the railroad generally dissuades casual display or excursion inquiries. All trips are run based solely on economics. Consequently, while a railfan faction in the group thought that going to the Steamtown Grand Opening in 1995 would be nice, it was voted down by a more serious cost/benefit analysis.

The 1522 is a "railroad"

The SLSTA's rapport with the FRA is good. In fact, the SLSTA is recognized as a railroad — reporting marks "SLST." The 1522 group communicates frequently with the FRA (and BNSF, as well), giving advance notification of planned work or tests they might have an interest in, such as hydros, in case they would like to come and observe. As a railroad — and the only private group so designated — the SLSTA must have its own rulebook and general code, and its people must be given regular exams.

As a railroad it is also required to perform its own locomotive engineer certification program. Consequently, Don Wirth and Wellie Lazier have been through the BNSF's Overland Park locomotive engineer training school and are licensed engineers, and a number of the SLSTA have taken and passed rules exams. Jeff Schmid, an engineer on the SLSTA crew, works for the BNSF as a locomotive engineer and also trains engine crews on the BNSF and is a rules examiner. The seriousness with which the SLSTA approaches the responsibilities of operating their engine over the road, and the continual training and testing to which they willingly subject themselves, has contributed to the BNSF's overall opinion that the SLSTA is a serious, professional group.

A volunteer crew

For operations on the BN, a few points are discussed. Crew size, for instance. The SLSTA has a "large" number of folks on this trip. Is the BNSF concerned?

"No," says Schwink. "We are neutral as to crew size. Since the SLSTA is all volunteer, not all highly and multi-skilled tradesmen, you need more of them. I would worry if the crew fell to five and worry if it rose to 50."

"But in order to keep service stops to less than 45 minutes," chimes in Don Wirth, "we need a certain compliment of people."

Continues Jim, "We recognize that things will break and you may not be able to fix it immediately as is, where is. Mechanical failures are not the kiss of death. Other than the unexpected, like our 26L brake valve failure yesterday, what we don't want is for you to tell the dispatcher you will be stopped for

one hour for service and take three. You are now a liability to our orchestrated daily operations. We also believe that steam engines were explicitly designed to run about 100 miles before they need to be cared for. That's not a problem for our modern railroad, and we prefer to run them no more than 100 miles at a time. That accounts for our Hannibal and Brookfield stops."

To ensure that the SLSTA can fulfill its plans to the best of its ability, Jeff will drive the planned route to ensure servicing viability, a safe area to stop the train, etc, and Jim taps the railroad resources for information. Photos of towns and candidate stop locations will be made. Wellie Lazier has a CD-ROM set of street maps, which is used to show the fuel delivery truck exactly where to go. To further help fueling, the SLSTA has used the same fuel firm for years (Kiesel, out of St. Louis) and even the same driver, so everyone knows each other and what to expect. And when the unexpected happens, where the fuel truck has a problem getting to the site, the SLSTA "chase truck" will lead it to the next defined location so there are no mistakes in directions and no delays to the train.

Rolling stock

On passenger cars, Jim advises that the BNSF has a small fleet of executive cars that did not include any high capacity seating excursion cars until 18 former SP bi-level commute cars were bought recently at a Transisco bankruptcy sale. The BNSF does not have a restriction on owning only cars of one heritage, but that's relatively easy since the BNSF is made up of so many fallen flag roads. "The BNSF will not, however, acquire a fleet of excursion cars like the NS or the UP. We do not run excursions and have neither the infrastructure nor staff nor budget to support such an operation. Our 40 cars are busy all the time. If we ever use somebody else's cars on an excursion, they must be 100% currently legal. If they aren't, they won't run, and the operator will not be given a second chance to run again.

"The relationship between the SLSTA and BNSF is not a partnership or a joint venture," says Jim, "but our objectives are closely aligned towards a common outcome. The SLSTA has made their machine railroad-friendly and available to us on a businesslike basis. We reciprocate by giving them some parts as needed and equipment and expertise to help them maintain the engine. We also donated one of the SLSTA cars on this train and got a grant from the BN Foundation to repaint the locomotive. We are the standard alliance by which all other groups will be judged.

Our meeting breaks up as Jim and I head to a vestibule to observe the junction at Maxwell, where we join NS rails and become the *de facto* NS 1996 steam program, at track speed, no less. I ask how this can be, given the NS's change in policy. The answer: The CB&Q had trackage rights since the 1950s on the Wabash. As such, the BN can run any train, like ours, without advance notice to the NS, even steam powered. So Extra 1522 West continues on, our next brief stop the former BN Kansas City terminal, before we proceed to cross the Missouri River, very slowly, for the second time in two days. After negotiating a myriad of trackwork downtown, we eventually end up in fabled Argentine Yard of the Santa Fe. At 12:06 we stop on the same diesel pits used by the hottest of the BNSF's hot stack and intermodal trains and take water and lube.

Due to new bio-hazard containment pit construction, we cannot take fuel here, so Frank Willis and Dave Roeder take the Jeep and lead the fuel truck driver to the Topeka Station. A few miles west, we enter the Topeka Sub at 1:42 p.m., land of a few remaining semaphores and some of the original route of the Atchison, Topeka & Santa Fe. Don Wirth and I adjourn to the rear of the *Silurian* to see if the experience approximates the 1940s, as a few of the blades recede in the distance.

At 3:16 we arrive at Topeka after passing a few remaining semaphores just east of town. After our fueling stop and a light service, we proceed to Forbes Field, south of town, and site of Topeka Railroad Days. The sun is perfect on the KCS F-units and executive train already in position. We back across a four-lane highway and stop for good, at least until Monday. Everyone is tired, so it's off to the downtown Ramada Inn. St. Louis to Topeka in two days, with no incidents. Just another regular main line passenger run in Indian Summer.

Here in Topeka

Friday, August 30, 1996, finds the 1522 ready for Topeka Railroad Days. After breakfast the crew proceeds to scrub the outside and inside of every surface that will be seen by the public. Everyone pitches in, and all cars, inside and out, are also scrubbed.

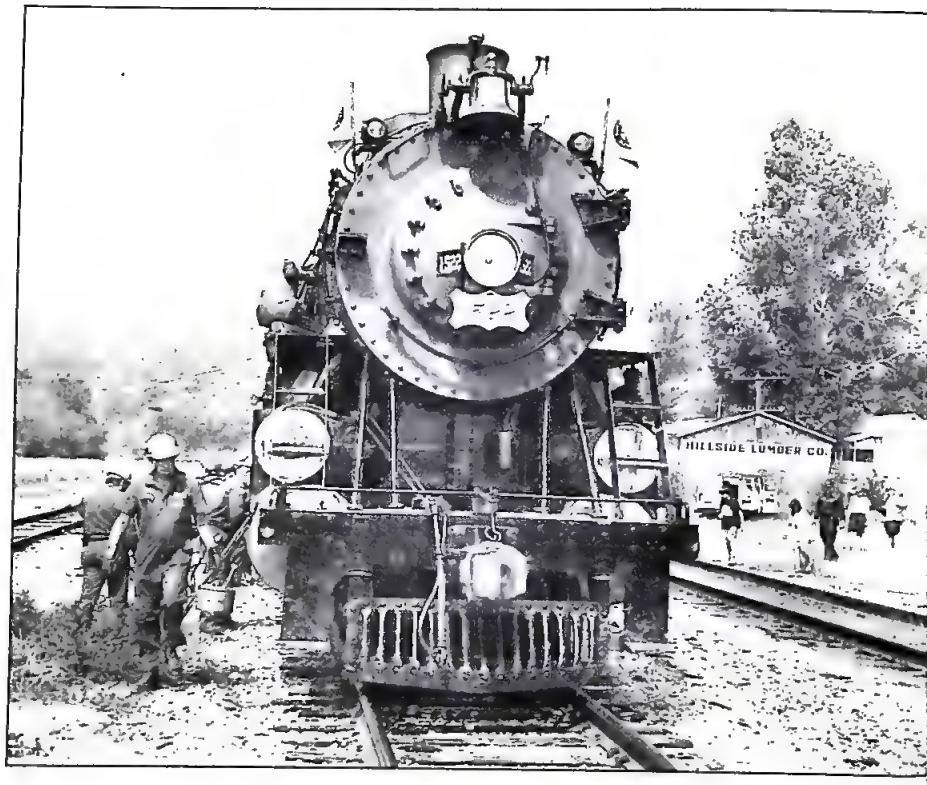
The balance of the day is spent looking at the other displays being set up and watching the opening parade. Static display on Saturday and Sunday gives the entire crew a chance to relax, except when they're baby-sitting the engine, giving tours of the SLSTA train or blowing the whistle for the kids that climb the stairs to peer into the cab.

A few us visit the AT&SF 3463, one of only six 4-6-4's built for the Santa Fe in 1937. Its 84-inch drivers are impressive, but the amount of work and money required to bring it to operable condition are judged enormous and probably unfeasible. The goal of the local restoration group is "to keep the patient alive until a cure can be found."

A good cosmetic restoration, as is, where is, is probably the realistic objective. From Don Wirth comes the lament of numerous CMO's: "Why does every engine in the world have roller bearings but ours?."

On Monday, September 2, the BNSF provides a steam-powered excursion train to Emporia, Kansas, a town which had railroad fever starting with its founding in 1857, culminating in the arrival of the Santa Fe in 1870. The

AT THE SANTA FE STATION on September 2, 1996, the 1522 spent its last hours in Topeka (**opposite top**) before departing the next morning for home. Arriving in Topeka on August 29, the train had passed a classic Santa Fe semaphore (**opposite bottom**). After the service stop at Newburg, Mo., on September 4 (**below**), the 1522 would assault Rolla Hill.



tickets were sold by Topeka Railroad Days, Inc. The BNSF's eight-car train is coupled to the rear of the SLSTA's five-car train for the move, which gives the engine a little more reason to bark as it traverses the slightly rolling Kansas countryside. At Fremont Park in Emporia, complete with a restored 1901 bandstand and a Santa Fe 2-6-2, we meet the BNSF ladies who volunteer as "Harvey Girls," dressed precisely like Judy Garland, and who today are hospitality hosts on the train. Very nice touch.

Galloping home

On Tuesday, September 3, the 1522 is headed for home via Kansas City and Fort Scott, the town where the engine spent its last days of regular service. The Frisco filly makes light work of the five car train as it speeds southbound through La Cygne, a pastoral village with a grain elevator complex. The nicest thing about this runby was the dead silence before the train, the 60-m.p.h. rush of a passenger train on a mission, and the fade back to total silence. Sort of like an O. Winston Link recording. This is what steam was like in its heyday — no fanfare, no big deal, no crowds, no onlookers; just everyone and everything going about their daily chores, machines included.

Springfield, Missouri, the heart of the Frisco, will be our stop for tonight.

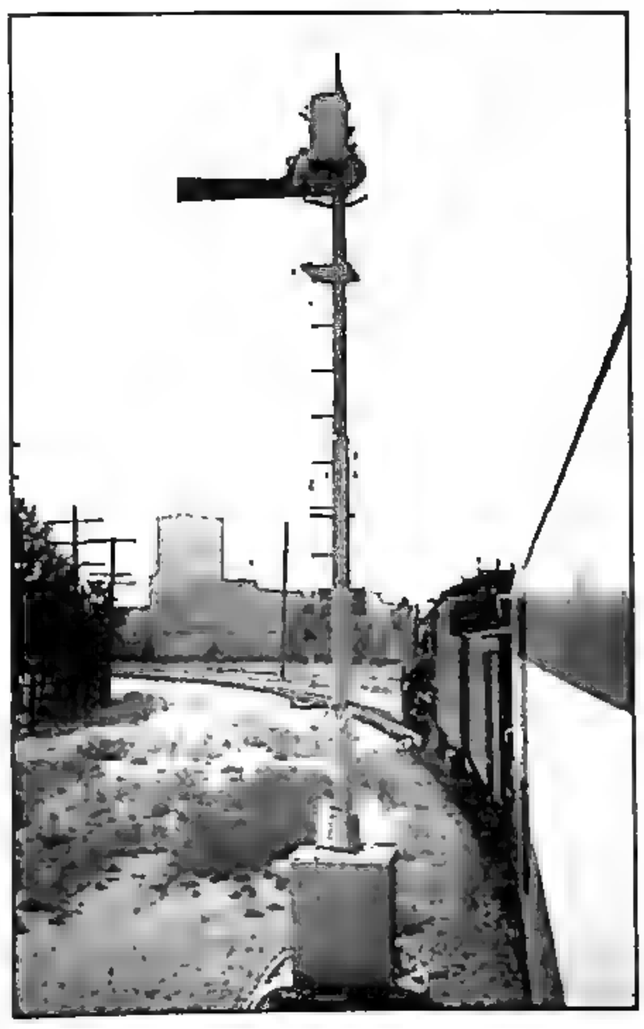
Home turf

On Wednesday, September 4, we experience the spit-and-polish 1522 on more of its home turf. Here Don Wirth makes his seventh assault on Rolla Hill as engineer and blows a vigorous salute to the 1501 displayed there. Some of her parts are on the 1522.

Back in St. Louis, after transferring to the UP, the 1522 and its train back out the 16 miles to the museum with a UP pilot crew, arriving at 6:15 p.m. The entire SLSTA crew, professionally and without ceremony, but with good feelings about what they have just accomplished, unload their baggage, say temporary farewells and prepare to depart to their civilian roles. At 6:40 p.m. the stack is capped and the fire killed. Other than memories and a slight patina of dirt and the drippings of varied lubricants on the engine, there is no evidence of the distances or speeds covered in the past few days. In a week the engine will be totally cold, and minor repair work and winterization will take place. If a number of things go well, the 1522 will be asked to dance again, in 1997 and beyond.

Return engagement

On the 1996 Topeka venture, the SLSTA ran five days at track speeds on a major class one railroad as that company wished. They were guests and executed their responsibilities with competency and professional thoroughness. They did not run with defective equipment, but with first class equipment. They planned what to do every step of the way and took care of contingencies en route resulting in a satisfied BNSF operating department. The BNSF's Jim Schwinkendorf says that the SLSTA is the volunteer group to which all others will be compared and judged.



Early in March 1997, BNSF management agreed to sponsor Employee Appreciation Specials over much of its system over the next few years. These will recognize the efforts of its far-flung employee ranks both on an individual basis and as they continue together to help merge the AT&SF and BN systems into a formidable, well-oiled, competitive machine. The ex-CB&Q lines will be featured first, and communities from Nebraska to Montana will be visited this year. In 1998, the Northern Lines should be covered (ex-GN, NP, SP&S), and in 1999, the Santa Fe lines. Due to the SLSTA's close partnership with BNSF to date, the 1522 will be used for the 1997 western swing, about a 30-day trip.

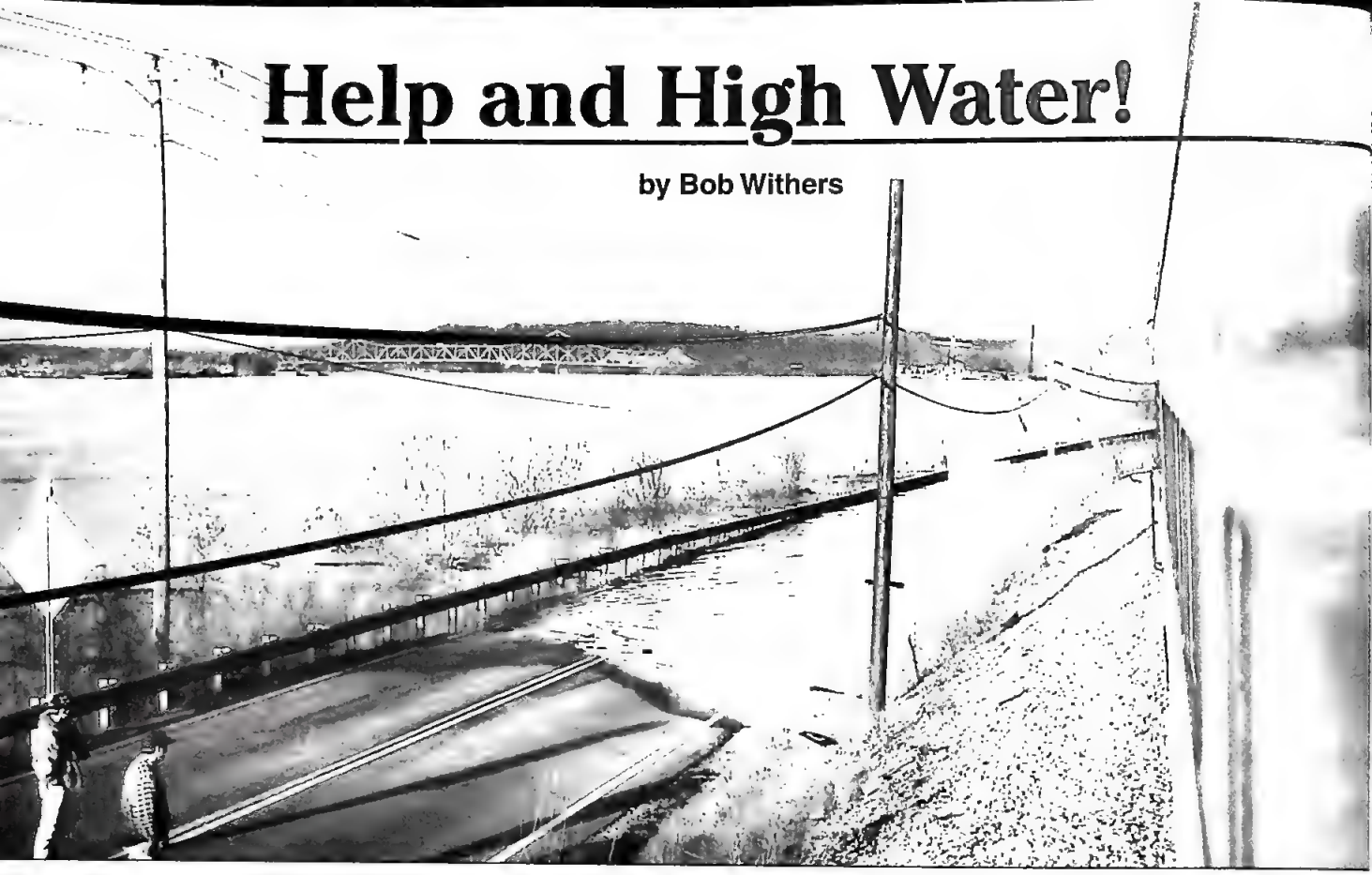
Once steam sets a precedent in 1997, it is likely to be favored to power the specials in 1998 and 1999 as well. While the 1522 is certainly a candidate beyond 1997, the opportunity exists for other groups who have suitable, operable, predecessor road steam locomotives to participate, but *only* if they meet all of the criteria that the BNSF requires, as so lucidly pointed out here by Jim Schwinkendorf.

As a result of this major commitment in 1997, BNSF will not bring steam to Topeka Railroad Days but will be represented at Galesburg Railroad Days in late June by the 1522, the Milwaukee Road 261 and the Illinois Railway Museum's *Nebraska Zephyr*, and at Lincoln's Haymarket Heydays with the 1522.

It's going to be an interesting year for steam on the Burlington Northern & Santa Fe.

Help and High Water!

by Bob Withers



ALICE MAYO OF GALLIPOLIS, Ohio., stopped at a convenience store on her way to work one rainy night. When an Ohio Highway Patrol trooper overheard Mayo tell a store clerk that she was on her way to Shell Chemical Company's polyester plant at Apple Grove, West Virginia, he kindly advised her to turn back.

"The road is covered; you won't get there," he said.

"Oh yes I will," countered Mayo. "They're sending a train for me."

She wasn't kidding.

The Shell plant, formerly owned by the Goodyear Tire & Rubber Company, produces polyester resin used in all sorts of plastic products from jars and bottles to micrcowaveable trays. It operates several continuous lines that can't be shut down without substantial expense and damage — even when flood waters cut off access via West Virginia State Route 2 on both sides of the plant.

So, as it has done for 30 years whenever the Ohio River ravages the low-lying bottoms along its banks, Shell arranged for a passenger shuttle in early March to make three trips a day on a 21-mile stretch of the Ohio River Subdivision of CSX Transportation's Cumberland Coal Business Unit between Point Pleasant and Glenwood, W.Va.

The Ohio River line is a branch that hasn't seen daily passenger service for 40 years — Baltimore & Ohio passenger trains 72 and 73 made their last trips between Wheeling and Kenova on January 31, 1957. Yet the line's tradition of carrying passengers refuses to die.

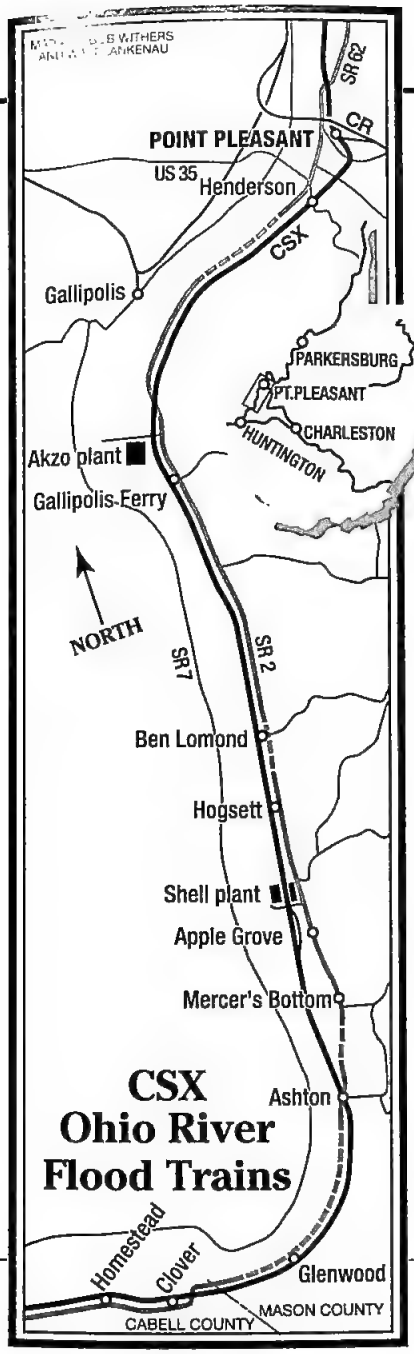
After 72/73 succumbed, a combination passenger-baggage coach hauled folks between Parkersburg and Kenova — down one day and back the next — until local freights 81 and 82 were dropped in 1960. Then the coach — and later a poorly advertised caboose, known to the local railfans as the "Blue Goose Caboose Mixed" — carried a few hardy passengers on a pair of all-night freights between Parkersburg and Huntington until Amtrak took over most of the nation's rail passenger service in 1971.

By then, the shuttle had started.

It always has managed to pick up and deliver Shell employees for the

THREE PHOTOS DAN SNYDER

CSX and Shell Chemical team up to keep a polyester factory working during the Ohio River flooding in West Virginia



next shift from either direction and take workers back to their cars from the previous shift during each two-hour round trip. This year's train, composed of SD40-2 8312, restored former-Pere Marquette lounge car 113, *Eagle Cañon*; stainless steel ex-NYC coach 2933 and SD40-2 8244, made nine trips, push-pull fashion, beginning at 7:00 a.m. on Tuesday, March 4, 1997.

The shuttle's schedule called for it to leave Point Pleasant an hour before the shift change, unload passengers at the plant 45 minutes later, continue to Glenwood and to the Cabell-Mason county line, start back upriver on the hour, stop at the plant again 15 minutes later and return to Point Pleasant at the two-hour mark. It would lay over in the Point Pleasant passing siding for six hours, and then start the cycle all over again.

The train began operation a day later than Shell wanted because a slide at Coal Hollow below Parkersburg blocked the coaches from getting to Point Pleasant. Workers who got to work on Monday had to take the back roads, which worked — sort of — until bridges in the hills and hollows collapsed or flooded.

"We had to go home Monday night by going up Route 2, out Millstone, over Flatfoot Road to Mud Run, down Mount Carmel Ridge back to Millstone, across Tabner-Moore Road to Jerry's Run and down Hesson's Hill to Eighteen before we got home," says Mary Bias, describing a 20-mile backwoods trip for her and her husband, Jerry, on winding, climbing mud and gravel roads to her Ashton home a scant three miles below the plant. "It took us an hour and a half to get home." she said. "We sure were glad to see that train."

The seventh time

The 1997 trips were the seventh set of runs operated by the shuttle, which was placed on "red alert" on another 13 occasions. CSX predecessor Baltimore & Ohio first operated the train in March 1967. West Virginia Army National Guard amphibious vehicles had hauled passengers to the plant in March 1964, the first time water rose after it was built in 1959. But after its work force expanded, the military movements became impractical.

The shuttle made its '67 trips with two chilly Chesapeake & Ohio heavyweight coaches, 715 and 833, which were borrowed from C&O's Huntington coach yard. When the water rose again in December 1978 and February 1979, the railroad used ancient B&O heavyweight coaches 3589 and 3692 — which had neither windows nor heat, owing

THE 1997 FLOOD RELIEF TRAIN, comprised of CSX SD40-2s 8244 and 8312 bracketing ex-NYC stainless coach 2933 and ex-Pere Marquette lounge *Eagle Cañon*, was loading at the Akzo-Nobel plant in Gallipolis Ferry **(below)** and the Shell Chemical plant at Apple Grove **(opposite bottom).** The high water was covering Route 2 **(opposite top)** west of Henderson.

to the fact that Goodyear had kept them leased and stored on the Gallipolis Ferry passing siding, at the mercy of vandals for several years (the town name is pronounced "gala-POLICE").

Contract with Eagle Cañon

In 1984 Goodyear negotiated a deal with Eagle Cañon Car Company in Parkersburg to have 100 seats ready to go on 24 hours' notice. The first operation was a false alarm, when the cars were taken to Point Pleasant on Thanksgiving weekend 1985, but the water went down, and they returned home. The pact was consummated in earnest with flood runs in January 1991 and again in January 1996.

The *Eagle Cañon* is owned by the company, and the 2933 is owned by the Mohawk & Hudson Chapter of the National Railway Historical Society. Eagle Cañon used it in exchange for some work the company did on the car.

President and one-third owner of Eagle Cañon is David W. Corbitt, a CSX engineer who also runs the Potomac Eagle Scenic Railroad in West Virginia's Eastern Panhandle. Corbitt missed this year's trips altogether — he was out of the country chasing steam engines!

This year's trains were even more vital than earlier runs because the water rose higher than it had in four decades.

And even though the last RPO/mail car vanished from the route in 1955, this train carried U.S. mail. And even though the shuttle had no diner, it carried food to stranded families. And even though no pharmacist was on board, it carried prescription medications to three people. And even though the train consisted of only two coaches, it hauled up to 231 passengers on a single trip.

Increasing the passenger count this year was the fact that the Akzo Nobel Chemical Company plant at Gallipolis Ferry was also cut off. Route 2 was blocked below Henderson, at Ben Lomond, above Ashton and at Glenwood.

Further complicating the movement was the fact that the Ohio River line, which had already inherited long strings of mixed freight from other abandoned ex-B&O lines, is now running — thanks to the 1990 Clean Air Act — several trainloads of low-sulfur coal each week from mines in southern West Virginia to power plants up north.

"This was the first midweek service since the coal trains started," said Dan Snyder, a CSX engineer who owns another third of Eagle Cañon and is Corbitt's road foreman of engines. "Several trains went on the law and had to be recrewed so we could go through with the passenger train on time."

CSX sanctioned stops only at Akzo, Shell, Ashton, Glenwood and the county line, but in truth, anybody who wanted to ride could do so — free — from just about any boarding point.

"If somebody needed to get out, we put them on," Snyder said.

"We had them standing in the vestibules and everywhere else a couple of times," said Charles Sayre, a retired CSX engineer and Corbitt's senior engineer.

"It wasn't official, but any person could ride if they were blocked in and had a true emergency situation," Corbitt said. "We were operating an errand of mercy, and if anyone needed to get out, they weren't refused."

Carryin' the mail!

Upward of 3,000 pounds of U.S. mail was delivered each day — inbound in the morning and out in the afternoon — to post offices at Ashton, Apple Grove and Gallipolis Ferry. Teresa Garrison, postmaster at Apple Grove, and Mary Ann Henry, postmaster of Gallipolis Ferry, started their day at Lesage, down in Cabell County, where they live. They loaded their sacks, trays and hods at that point from a truck out of Huntington and made for the county line.

"Mary Ann has a three-quarter-ton pickup, and I have a minivan," Garrison said. "Both were filled full."

At the county line, they, the train crews and fellow passengers loaded the mail onto the train, jamming Henry's — about half of the total — in the men's lounge of the 2933. Ashton's and Apple Grove's was stacked high in the vestibules between the coaches, while leaving room to board passengers.

At Ashton, the ladies handed off that town's mail to clerk Carol Mayes. Garrison asked one of her customers to pick up her and her mail at the Shell plant, and Henry made a similar arrangement at Gallipolis Ferry.

"I wanted to take a lot of pictures of us loading the mail onto the train," Garrison said, "but we just didn't have time for many."

DAN SNYDER

TERESA GARRISON

HANDLING THE U.S. MAIL was part of the service of the CSX/Shell flood train. CSX trainmaster Carl McDowell (**left**) helped with the unloading at Gallipolis Ferry. The bags were stacked for loading (**above**) at the county line at the south end of the run. The mail was stacked in the vestibules of the two passenger cars en route.

THE JANUARY 1991 FLOOD TRAIN, with two GP40-2s and ex-C&O 1903 *Chessie Club* and ex-ACL tavern-lounge-observation 257, was loading (**left**) at the Goodyear plant (now Shell Chemical) and pausing between runs at the Point Pleasant freight house. It is also shown (**below left**) crossing the Kanawha River bridge.

THREE PHOTOS BOB WITHERS

Garrison said she had to stay with her mail out in the chilly vestibules. "But when you load that much mail, you don't get cold," she said. "I just sat on a mail sack and enjoyed the ride. We were lucky to have the train."

Even though the Glenwood post office was surrounded by water, its mail didn't move by rail. Postmaster Brent Clevenger also picked up his mail at Lesage but trucked it in on a back road and sorted it in a resident's garage.

Meals on (steel) wheels

Eight National Guard soldiers who were trying to deliver food to stranded homeowners at Glenwood turned to CSX when the flooding became too deep for their HEMTT — a rugged truck that can plow through five feet of water.

"We called the depot and also down at Shell and asked if we could put our food on the train," said Captain Joe Peal, commander of the 3664th Maintenance Company in Point Pleasant. "Shell said, 'Sure, there might be trouble with space, but if there is, we'll just lease more cars.' It's just phenomenal what they were willing to do to help people."

So the 11:00 p.m. Wednesday trip crevices where the mail had ridden on the day's earlier runs.

"My noncommissioned officer in charge called some people at Glenwood," Peal said. "He told them, 'Watch for the train; we'll have some food on board.'"

The sustenance was distributed shortly after midnight to about 40 residents waiting for the train behind Randy Powers' home.

"One gentleman insisted on giving us a $25 check, but we said 'thanks' and mailed it back," Peal said. "We were taken aback by all the people who were crying and wanted to hug us for bringing in the food."

The shuttle delivered prescription medications from a Point Pleasant pharmacy to one Apple Grove man and two Glenwood women.

"And we brought a woman stranded in Point Pleasant back to her home at Gallipolis Ferry to get her heart medicine," Snyder said.

As far as anyone knows, only one complaint has ever been registered concerning the shuttle service over the years. Last year, Barbara Edwards of Gallipolis Ferry stood on her front porch — with raincoat and lunch pail in hand — to catch the train on its way down from Point Pleasant. It blew for disgust and storm back into the house.

Why didn't she flag the train? "My boss was on there," Edwards said. "He knew where I lived, and he should have had them stop for me."

Edwards' view was decidedly the minority one, Paul Spence of Gallipolis seemed to summarize the mood as he climbed aboard one afternoon.

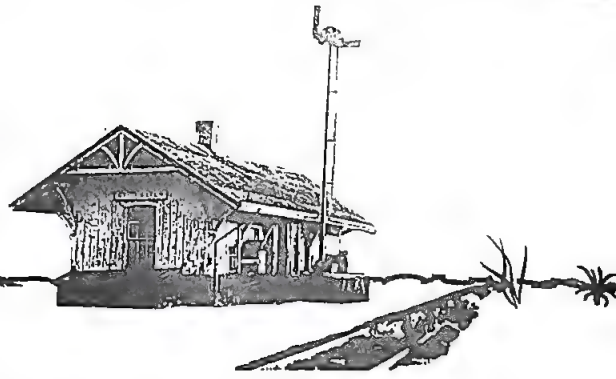
"This is pretty neat," he smiled. "Most people don't get to ride a train anymore — at least not without paying a lot of money."

That's all — for now

The shuttle made its last run from Point Pleasant at 11:00 p.m. Thursday, March 6, with no passengers — the water was receding. Six riders boarded at the Shell plant and rode to the county line. Conductor G.L. "Snuffy" Cress and engineer R.T. Cooper, who operated five of the nine trips, returned to Gallipolis Ferry, where they set off the coaches in the old Reed Mineral siding — "just in case the water comes up again," Sayre said. They then returned the locomotives to the Shell plant to be picked up by a Huntington-bound manifest.

Then Cress and Cooper took a taxi back to Parkersburg, and the Ohio River line was once-again freight-only

BOOK DEPOT



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CAMERA BAG

by JIM BOYD

When the world was black & white

IT'S INTERESTING how the railfan mind works. Some things we accept and some we reject. It's conditioning and tradition. We know, of course, that back before World War II everything was black & white. We have lots of proof. Matthew Brady and Fred Jukes captured early railroading in all of its monochrome splendor with sparkling highlights, wonderful mid-tones and rich blacks. Lucius Beebe and Phil Hastings and Dick Steinheimer and hundreds of others perfected the art of capturing of the black & white world.

Of course paintbrush artists had imagined the world in color for centuries, but the end result was inconsistent and not permanent. Color was only a pigment — make that "figment" — of their imagination. Photography proved the *real* world was actually black & white.

Agfachrome tried to put it in color, but it didn't work — just look at the evidence today. The world just turned red and bleached out. Ektachrome wasn't much better. Living back then must have been awful. It was Kodachrome that put the world into color wherever it looked. That evidence is still with us. Southern Ps4s in Virginia Green . . . Burlington O5s with graphite smokeboxes and blazing red cab roofs . . . *Daylights* in the hues of California sunshine. Of course, there were the hold-outs, like Illinois Central Mountains with only the slightest concession of rusty boxcar red cab roofs or Norfolk & Western Mallets in unrelieved grimy black. The newfangled streamliners gloried in the newfound color, though. Seaboard citrus . . . Santa Fe warbonnets . . . even New Haven green and gold. The world was coming alive with color — the Baby Boomer generation can hardly remember the black & white world.

And now that the whole world is in color, those black & white images have become an outdated novelty. There are few practitioners of black & white photography anymore, and most of them do it for nostalgic sport while shooting color in their *real* cameras. As their darkrooms burn down one by one or the jugs of developer turn brown from disuse, the art of black & white printing will become lost. (I think it's all faked with Adobe Photo Shop in a computer, anyhow. I know that here at R&R we simply scan color slides to run in black & white on the pages where the printer doesn't have color available.)

Railfans will accept certain subjects in black & white and insist on color for others, particularly in books. Everybody knows that since Don Ball invented the all-color train book in 1978 with *America's Colorful Railroads*, the art of computerized scanners has made possible the economic publication of all those color slides that used to hide in Carousel trays in dark closets while Johnny Krause and his buddies cranked out black & white books by the hundreds. (relax Harold and Victor, I remember your all-color world steam book, but that wasn't the one that got everybody digging their Logan boxes out of the closets.)

Nowadays all-color books are the industry norm for pictorials ranging from magnificent "works of a lifetime" like John Garden's *British Columbia Railway* to crank-'em-out raw data softcovers on everything to and including CF7s. Bob Yanosey of Morning Sun Books has even exceeded the once-derisive description of his hardcover "book-of-the-month club" by upping his production to 14 books a year (all delivered "on time," he's proud to point out). With time being the inherent enemy of any emulsion except Kodachrome, the faster we can get those rapidly aging slides into permanent reference sources, the better. We can worry about the "art" aspect later. If everybody waited to do the "ultimate" book on a given subject, we'd have darned little reading or reference material.

We know that the steam/diesel transition era was also the black & white/color transition era. Back then some of the engines were in color while others were still black & white (sort of the tonal equivalent of Amtrak's bizarre "rainbow era" of the early 1970s). And modern railfans will accept some of the subjects of that era in their true black & white while expecting full color from others. It shows up in book sales.

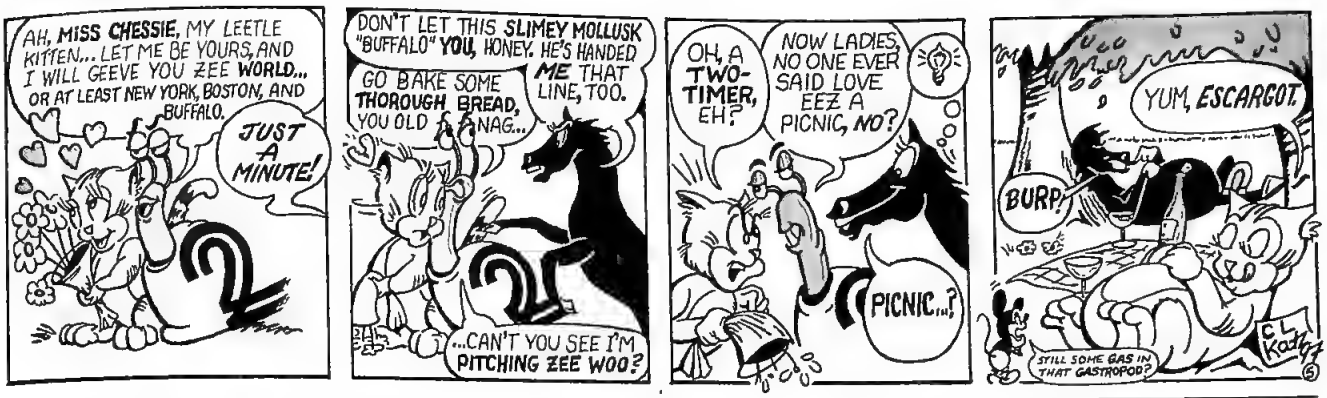
A few years ago one of the first practitioners of black & white *diesel* photography, J. Parker Lamb, authored a pictorial on his beloved Missouri-Kansas-Texas. There were the images we remember of E-units and FA's in all their monochrome magnificence. Expertly composed and printed photos showed the world of the Katy exactly as we remembered it from his contributions to the *Trains* Magazine "Photo Section" of the early 1960s.

But the book went astray when Parker tried to bring us up to date with green-and-yellow zebra-striped SD40-2s in black & white — but everybody *knows* those engines were *always* in color! In spite of its quality content, the book sold to Katy fans but never really made its mark in the general market, much to the publisher's dismay.

As a result, Parker's next book, on vintage Dixie diesels, was cut adrift and sent looking for another publisher. I saw the raw material for that book in the form of boxes of 8x10s and was truly impressed with the content. *Here* were the last black & white subjects of that steam/diesel-black & white/color transition era. The magnificent L&N E6s that evaded the Kodachrome and remained black & white to the end. And Central of Georgia RS3s. And GM&O FA's. Color would be a downright distraction for those classic Parker Lamb images. Fortunately, Tom Dixon's TLC Publishing will have Parker's *Classic Diesels of the South* in distribution very shortly (and at $26.95 for a 128-page hardcover, it's about half the price of the standard "$50 slide show" full color books).

RAILFUN

by CURT KATZ


AH, MISS CHESSIE, MY LEETLE KITTEN... LET ME BE YOURS, AND I WILL GEEVE YOU ZEE WORLD... OR AT LEAST NEW YORK, BOSTON, AND BUFFALO.
JUST A MINUTE!
DON'T LET THIS SLIMEY MOLLUSK "BUFFALO" YOU, HONEY. HE'S HANDED ME THAT LINE, TOO.
GO BAKE SOME THOROUGH BREAD, YOU OLD NAG...
...CAN'T YOU SEE I'M PITCHING ZEE WOO?
OH, A TWO-TIMER, EH?
NOW LADIES, NO ONE EVER SAID LOVE EEZ A PICNIC, NO?
PICNIC...?
YUM, ESCARGOT.
BURP!
STILL SOME GAS IN THAT GASTROPOD?
CL Katz

Meanwhile, the world continues its quest for color, as we try to find all those hidden boxes of slides from the stalwart pioneers of Kodachrome 10 whose Argus C-3 "bricks" blasted their color all over the first generation Alcos, burbling Baldwins and wayward steam locomotives that happened to get in their way.

As for magazines and books, color will always be more expensive to reproduce than black & white — although the margin is rapidly narrowing, thanks to the computerized scanners and desktop publishing software — and *total* color is still a few years away for most periodicals. Meanwhile, the railfan market will seek out the color while accepting black & white for pure reference data. You don't really need 100% color for a Conrail roster book as long as there are enough color pages to give you the idea of what "Big Blue" is all about — and when presenting the raw data in black & white will keep the cover price somewhere south of your monthly Lexus payment.

And as for freight and passenger equipment color guides — they'd be silly without the color. But pictorials of modern railroading will always sell better in color. Even the finest black & white photographer can't match the impact of a full color grade crossing wedgie of a BNSF "rainbow warrior" (the new politically correct term for "pumpkins" or "Goat Boats").

Like most of our railroad history, the black & white images can be savored like vintage wine, and the practitioners of the art — from Parker Lamb to Ted Benson to Jim Shaughnessy to Bob Collins — are to be eternally honored along with their predecessors who have gone beyond that monochrome sunset. They have experienced both worlds: the one of black & white and the one of color. It is a path that no member of the new generation will ever be able to take. Color won't go away, and you simply can't turn back the clock.

And haven't we all discovered *that* at one time or another in our pursuit of the rail hobby?

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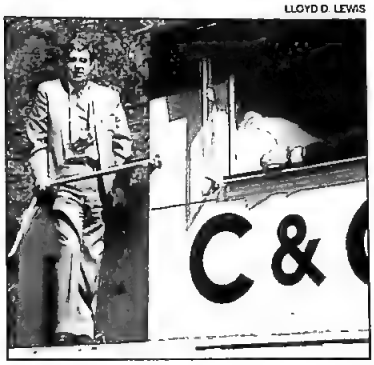


Bob Withers

The author of this month's article on CSX's flood trains is a feature writer for the *Herald-Dispatch* and pastor of Seventh Avenue Baptist Church in Huntington, West Virginia. Bob Withers has been watching trains on the Ohio River Subdivision of CSX Transportation's Cumberland Coal Business Unit for 40 years.

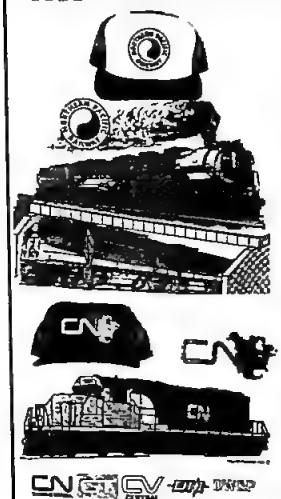
To him, of course, it's the Baltimore & Ohio Railroad Company.

And it always will be.

It was late in the afternoon of April 18, 1957, when B&O conductor Charlie Beckley, arriving in the Guyandotte section of Huntington on local mixed train 81, noticed a chubby 12-year-old's nose against the schoolyard fence and gave Bob his first set of train orders. Thereafter, crews began throwing off old orders, messages and wheel reports to Bob in company envelopes addressed to the "Guyandotte Yardmaster." Eventually, he hired out as a summer brakeman and flagman, filling his colleagues' ears full of historical trivia by the mile.

He made lifelong friends with many of them, and the railroaders as much as the railroad got in his blood. He saw the last first-class passenger train chug past his home, had his mother at trackside with her ancient but trusty "Kodak" when B.O. Wilcox charged up the river aboard the last live steam engine and was there with a truck when the B&O closed its Huntington station. Bob has ridden his favorite railroad in coaches, locomotives, cabooses and private cars — and once snuck aboard a deadheading sleeper, with crisp linens and a salmon-colored

FALLEN FLAGGS RXR WEARABLES



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colored Pullman blanket in hand, for a luxurious nocturnal journey down the line.

When Bob and his wife, Sue Ann, returned from their Florida honeymoon, the last lap of the trip was on the Ohio River line — aboard a caboose. B&O was legally hauling passengers because Bob had blown the whistle on its unauthorized halt of passenger operations, and the West Virginia Public Service Commission — its dignity insulted — had ordered reinstatement of the service despite the fact the railroad had scrapped all of its surplus coaches.

When Bob isn't riding trains, he's writing about them. He's authored several magazine articles over the years, and he's never happier with them than when they are publicizing his beloved Ohio River line. In June 1996 he completed his first book, the highly acclaimed *The President Travels by Train,* just two months before President Clinton ran his *Twenty-First Century Limited* campaign train to the Democratic National Convention. A White House staffer who later signed a copy of Bob's book wrote that it was Bob's "reporting of history" that inspired the president to start the trip in West Virginia.

Bob and Sue Ann have three college-age daughters — Mary Elizabeth, Julie Ann and Leah Mae — all of whom he entices aboard Amtrak . . . occasionally.

RAILROADIANA

by STEVE BARRY

What's new?

If you want to add some power to your computer (motive power, that is), try **Mighty Locomotives** screen savers from WJS Photography & Software. You'll get 22 different locomotives appearing on your screen like a slide show, changing every few seconds, to keep your family and yourself entertained while your computer rests. The images, taken by William J. Spitzer, are heavy on Midwest subjects and include EMD FT 103, a BN SD70MAC, a Conrail SD40-2, UP SD60 and 16 other diesels. Steam is represented by "Lackawanna 1661" (actually Milwaukee 261 in disguise) and Northern Pacific 4-6-0 328. The screen saver package comes on CD-ROM and is compatible with Windows, Windows95 and Macintosh PC's. It sells for $16.95 plus $2.00 handling from WJS Photography & Software, 925 East 13th Street, St. Charles, MN 55972-1657. VISA and MasterCard are accepted over the phone at 507/932-0194 between 11:00 a.m. and 3:00 p.m. CDT.

Feather River Duo

The Western Pacific has long been a western favorite, and even though it is now part of the Union Pacific, the Wobbly still draws a lot of interest. Two new books spotlight the Feather River Route, one a look at the WP before it went Armour yellow, the other a mostly contemporary look at Union Pacific's operations. Both show why the WP remains at the top of a lot of rail photographer's lists.

A little bit of everything can be found in ***My* Western Pacific Railroad** by Norman W. Holmes, an engineer who started with the line as a hostler during World War II and retired in 1987, five years after the UP merger. The book is largely a WP history, starting with the line's formation in 1903. There are photos of construction (check out the photo on page 13 of the WP bridges at Pulga being constructed — it's odd to see the scene without the classic arch bridge of Route 73 overhead) and early motive power. The subsidiaries of the WP are listed with a brief description of each.

Naturally, a good chunk of space is devoted to WP's passenger operations, most notably the *California Zephyr*. You'll find photos of GM's *Train of Tomorrow* on Keddie Wye, the *Burlington Zephyr* visiting Portola, California, RDC's around Winnemucca, Nevada, and scenes of several fantrips. There are a couple of views of the WP's 40th anniversary celebration when WP F3 802A, 4-6-0 94 and Virginia & Truckee 4-4-0 No.4 staged a three-way meet at Keddie.

While all of the photos up to this point in the book were black & white, when we reach the chapter on the "Final Years" the pictures get colorful. There are F7s passing Niles Tower, a pair of Bicentennial units at

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Keddie and the famous "final four" F7s posed around the Stockton turntable. Finally, a chapter is devoted to the UP merger, ending the history of the Western Pacific.

While the history may end at this point, there's still a lot left in the book. The author relates his own memories of running over the line in the next two chapters, "An Engineer's Journey." The first part, "Bay to Mountains," covers San Francisco to Portola as well as the "High Line" north from Keddie. The second part, "Forest to Desert," takes us on to Salt Lake City.

The book wraps up with a number of appendices. First is a table of all the WP's operating subdivisions, with timetable-style listings of stations. Next comes a roster of WP steam power, with sample photographs of some classes. Diesels are also given the same treatment. A list of all revenue freight equipment on the WP as of January 1, 1981, is next, followed by an all-time listing of passenger equipment. *California Zephyr* equipment is listed separately. The last appendix is an all-time caboose roster.

Like I said, there's a lot in this book. There are 128 8½"×11" pages in a horizontal format. It has numerous photos, the majority in black & white, and all reproduced nicely. It's available in a softcover edition for $29.95 or hardcover for $42.95, plus $5.00 shipping for either version. It can be ordered from Steel Rails West Publishing, 955 West Moana Lane, Reno, NV 89509. Credit card users can fax their order to 702/826-6417. If you're looking for a good illustrated history of the entire WP, this one's hard to beat.

The second of the plumaged pair is **The Feather River Canyon: Union Pacific's**

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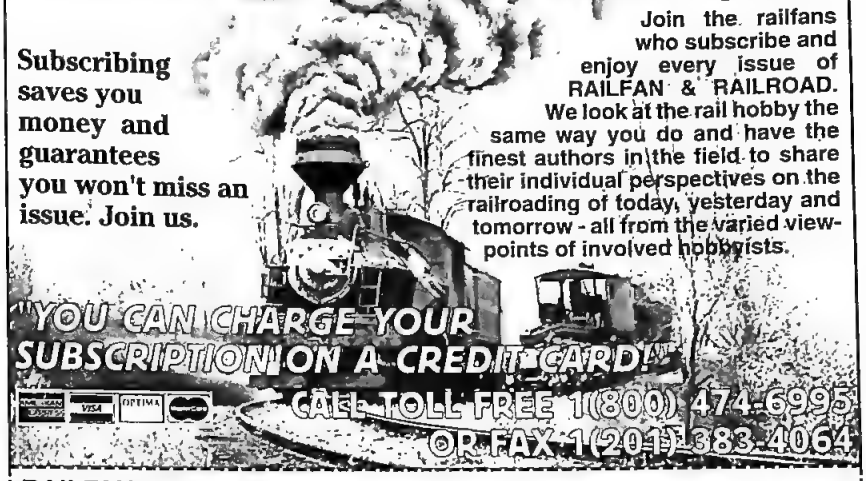

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Heart of Stone by Steve Schmollinger. I had to look at this book twice before I began to appreciate it. On my first look through it I found myself comparing it to Ted Benson's landmark 1986 book *Echoes Down the Canyon*. The fact that both books are formatted quite similarly (although *Echoes* was all black & white) right down to chapters on the UP Centennials running through the canyon probably invited comparison. On my second look through this all-color volume, however, I discovered the comparison was probably unjustified — this is a remarkable book in its own right.

Most of this book is devoted to Union Pacific operations in the classic California canyon between Portola and Oroville, although there are some images from WP days, as well. And what images we get! Steve Schmollinger is one of the leading practitioners of photography in funky lighting, and he funkily gets down with a lot of the photos. In addition to scenes illuminated by sunlight we also get scenes illuminated by flash, moonlight and headlights. Most of the photos are run big, with many filling an entire page (and all of these are stunners) and some fully spreading across two pages (my only criticism of the book is that some of these two-pagers are overloaded on scenery — you get a *lot* of green with a little train). The subjects include just about any diesel UP has sent through the canyon, plus some C&NW units, WP F7s and even UP steamers 844 and 3985.

Okay, so you've obviously figured out by now that this book's strength is its pictures. There is also some text in this book, with chapters on canyon subjects like changes (both natural and merger), the narrow sunlight window and the challenges it presents to photographers, the area immediately surrounding and including Keddie Wye and "The Spirit of the *Zephyr*", a chapter largely devoted to operation of UP's E9s.

In addition to Steve Schmollinger's photos, you'll find the work of other well-known photographers like Dave Stanley, Brian Jennison, Wayne Monger and others. I particularly like the mixture of contemporary diesels with a few shots of excursion steam. The hardcover book has 104 9"×12" pages with 100 color photos. It costs $49.95 and is available from Pentrex, P.O. Box 94911, Pasadena, CA 91109-4911; 800/950-9333. Every time I look at this book I find something new to like — S.B.

The scanner source

The Compendium of American Railroad Radio Frequencies by Gary L. Sturm and Mark Landgraf, published by Kalmbach Publishing Company, 21027 Crossroads Circle, P.O. Box 986, Waukesha, WI 53187-0986; softcover, 200 5½"×8¼" pages, horizontal format; $16.95 plus $3.00 handling ($4.50 for UPS delivery in U.S.; $5.00 handling for Canadian orders, $10.00 for other foreign addresses). Major credit cards accepted, phone 800/533-6644 in U.S., 414/796-8776 outside U.S.

This reference book is one of the items that automatically goes into the camera bag before any trip — a scanner with the proper frequencies plugged in is as valuable as good maps when train chasing. This is the 14th edition of the *Compendium*, and with the constantly changing rail scene today, this book is one any serious fan should pick up each year.

The *Compendium* was first put together by Gary Sturm and Mark Landgraf back in the early 1980s when programmable scanners became standard equipment for railfans. It was self-published for several years before Kalmbach acquired it. Sturm and Landgraf still do the research and put the book together, and Kalmbach has wisely continued to issue this book annually.

The first section of the book provides background information. You'll find a very brief history of railroad radio communications, today's trends and a quick look at the future. There are also a list of the AAR assigned railroad frequencies and a glossary of railroad radio terms. All this is basic stuff that has appeared in prior editions.

The bulk of the book is devoted to lists of frequencies by railroad. Unlike some past guides from other publishers, the frequencies for each road are listed in order of importance rather than in numerical order. This allows you to quickly program in the road channels when you hit your vacation destination instead of wading through a massive list of numbers to find the one you want. If you want to get down to the level where you can pick up the trailer train terminals, hump yards and the like — well, they're all there, too. In many cases the yard channels for the bigger systems are listed by city so you don't clog your scanner's banks with frequencies that aren't used in the area you're in.

The list of frequencies is broken down into four sections — the "real" railroads in the U.S. and Canada come first, followed by sections for industrials, transit systems, tourist lines and foreign countries including Mexico. Within each section the railroads are listed alphabetically.

The final section is a listing of frequencies by metropolitan region. This allows you to quickly look up all the frequencies you may need when entering a new area — you won't accidentally miss plugging in a short line you forgot was in the area. This section also

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Scanner frequency lists have been issued by a number of different publishers in the past, but the *Compendium* has emerged as the most complete and easy to use guide. This holds true today — the *Compendium* remains *the* scanner frequency source — S.B.

TRACTION PUBLICATIONS by Joe L. Diaz

Light Rail in Europe by Michael Taplin, published by Capital Transport Publishing, perfect bound, 6¾"×8", 144 pages, all color, available at $18.00 postage paid from The Map Factory, P.O. Box 12629, Seattle, WA 98111.

This very attractive volume on quality coated paper gives the armchair traveler a brief look at the transit scene in Europe from Scandinavia and Great Britain, and on through the continent to Turkey. There are over 50 individual city operations examined herein. Each system is covered briefly with an equipment roster including numbers, builders and dates. Most operations are covered in one page with operating details and outstanding quality color photographs illustrating the equipment in use. There are approximately 165 photographs ranging from a third to a half page in size. The information presented is excellent, providing a good look at each operation and its equipment. The outstanding features, though, are the photographs and their presentation.

This is a wonderful small volume for any traction fan who desires a brief but excellent view of the light rail scene in Europe at a modest cost. We certainly recommend its addition to your collection — JOE L. DIAZ

Houston Electric, The Street Railways of Houston, Texas by Steven M. Baron, available from the author at 435 Park Avenue, Lexington, KY 40502. Hardbound, 230 8½"×11" pages, with over 230 black & white photographs; $39.00 postpaid.

This deluxe volume covers the complete story of streetcars in Houston, their origins, development and operations through motorization in the 1940s. The photographs range in size from a full page down to a half page or smaller. Photo reproduction is excellent, indicating careful attention. Care has been taken to afford the reader a comprehensive review of the operations from the very beginning through the final conversion from rail to motor buses. There is an excellent assortment of maps sized up to a full page to guide the reader. Additionally there is a generous variety of illustrations including tickets, transfers, tokens and advertising material, along with financial data through the years. There is also a bibliography and an index.

This is an excellent example of a carefully researched subject culminating in a fine volume which will satisfy the traction fan. We certainly recommend your careful examination and consideration of adding this book to your collection — JOE L. DIAZ.

next in month RAILFAN & RAILROAD

•MARSHALL CANYON: In spite of mega-mergers, there's a place ten miles from Spokane where two major railroads and a short line operate side by side. Bruce Kelly describes Marshall, Washington.

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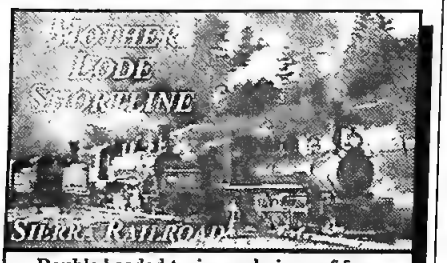

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TRANSIT CURRENTS

Baltimore's Central

THREE NEW EXTENSIONS are being added to Baltimore's Central Light Rail Line. It is expected the additions will be finished by the end of 1997. The 4.5-mile Hunt Valley extension will run north from the original northern terminal at Timonium. This is the longest piece of new line and will push the northern terminal to an area with significant employment and economic activity.

Another new line is a short stub to Penn Station that will only be .34 miles in length. This spur from the main light rail line will run though the University of Baltimore parking lot, fly over the Jones Falls Expressway on a new bridge, turn south and proceed into Penn Station. Easy transfer to both Amtrak and Maryland Rail (MARC) commuter trains will be afforded.

To the south will be a 2.7-mile extension to busy Baltimore/Washington International Airport. This extension will leave the main line just south of the Linthicum stop and run into BWI's international terminal. It will offer good service from the airport to downtown Baltimore. It is likely that the airport service will have its northern terminal at Penn Station; other trains will operated from Hunt Valley to Glen Burnie.

At the present time the Baltimore light rail system moves about 20,000 riders a day on its 22.5 miles. When all the extensions are completed it is expected that daily ridership will be about 36,000 by the year 2000. Many thanks to Henry Goode and Marion J. Zych for the information.

Ontario museum fund drive

As is the case with most trolley museums, funds are always needed. The Ontario Electric Railway Historical Association operates the Halton County Radial Railway (P.O. Box 578, Milton, Ontario, Canada, L9T 5A2; 519/856-9802). The work needed includes control systems repair for Montreal & Southern Counties car No.107, repairs or replacement of crane car No.C1 and the acquisition of a dormitory car (in this case VIA 9482) and proper connections to provide sleeping facilities for members staying overnight to work on museum projects.

Furthermore, the workshop needs to be expanded so that work can be carried out on car trucks without blocking main shop tracks. Barn 2 must be repaired, and Barn 4 needs to be properly connected with the rest of the museum. Anyone interested in working on any of these projects should contact OERHA, c/o Don Dean, #7-231 Oxford St., Orellia, Ont. L3V 7S6.

L.A. developments

John Allen Lee informs me that the Clinton administration is recommending a lower level of funding than hoped for the completion of the subway in Los Angeles. The Los Angeles County Metropolitan Transportation Authority had asked for $158 million, and the president recommended it be cut back to $99 million. This means slowing down and delaying construction, particularly of the eastside line. The mid-city extension will probably be delayed for seven years.

Maintenance and rehabilitation on the tracks on the light rapid transit Metro Blue Line has reduced levels of service provided for a time. Normally about five trains an hour operate on the Blue Line between Long Beach and downtown Los Angeles. During this time of reconstruction there are only three trains an hour. The work should be over by the time you read this.

State senator Tom Hayden and current Los Angeles mayor Richard Riordan, in addition to bad-mouthing one another, were bad-mouthing the Metropolitan Transportation Authority in the race for mayor of Los Angeles. Neither one seems to like subways, and they both have expressed warm fuzzies for more buses. Mr. Riordan won the election.

The former Pacific Electric line along Culver Boulevard is now the roadway's median. The tracks were used for freight service for some years but were eventually torn up. The space is now the home of discarded furniture, broken glass and weeds. On the other hand, in Culver City the local government has made an attractive, landscaped median strip out of the area. Too bad the big red cars aren't running there still.

According to a Los Angeles *Times* poll, a slight majority of Angelinos oppose continued building of the subway in Los Angeles. Considering the closeness and the margin of sampling error, Angelinos are vigorously ambivalent about the rapid transit system. But just to stir everything up, there was a big fight between representatives of East Los Angeles and the San Fernando Valley over giving the Metropolitan Transportation Authority a go-ahead to seek an additional $44 million in federal funds to build the Metrorail subway further east than originally planned This would be accomplished at the possible expense of the San Fernando Valley line.

The people in Los Angeles continue to test the laws of physics by placing themselves and their vehicles on the tracks as either a Blue Line light rail train or a Metrolink commuter train passes by. The results are as expected.

The RegioSprinter diesel railcar by Siemens visited San Dimas and other places in California recently. Somebody may just buy one of those things one day and offer splendid service on a line where electrification cannot be economically justified.

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

Light Rail Expands

Action at East Troy

Despite cold weather, a 128'×60' addition was made to the carbarn of the East Troy Railroad Museum in Wisconsin over the winter of 1996-'97. The carbarn expansion required relocation of the tracks and switches leading into the carbarn as well as the relocation of the trolley wire.

The East Troy carbarn expansion is one of the first tangible signs of the capital campaign being conducted for the East Troy Electric Railroad. The museum is looking for $840,000 as part of its capital campaign, which includes funds for a museum visitor center. So far the effort has yielded over $318,000. Those interested should contact Friends of the East Troy Railroad Museum, PO Box 556, Waukesha, WI 53187. The museum publishes an excellent newsletter entitled *The Wisconsin Trolley Gazette.*

New Orleans update

A correction to last month's lead story in this column for the would-be visitor to the Crescent City this summer: The New Orleans Riverfront streetcar line is still in operation. Transit authorities and city officials decided to keep the cars running during the summer months and do the Canal Street connector work first. The trees, shrubbery and plants that were planted 33 years ago after the Canal Street Line abandonment have been removed, and track installation is proceeding along the bus lane on the outer edges of the street's raised median strip. Track work is expected to be completed around Labor Day from the Riverfront Line at the foot of Canal Street up to Baronne, one block past the Carondelet Street "inbound" track of the wide gauge St. Charles Lines. All Riverfront cars will remain in use until then.

After Labor Day, the Riverfront Line will close for regauging, a task expected to be completed by Thanksgiving, at which time the Perley Thomas "look-alikes" built during the last two years in the Carrollton Shops will enter service. The Australian cars currently in service will then be put up for bids, with Memphis the favored and most interested front runner. Thanks to Otto Goessl for the latest news from New Orleans.

Flashes

Delays will stall renovation of the CalTrain terminal at 4th and Townsend streets in **SAN FRANCISCO.** Construction bids came in much higher than expected; the budget was approximately $3.1 million, but bids averaged $4.2 million. The Peninsula Corridor Joint Powers Board that owns and operates the peninsula service between San Francisco and San Jose is working with contractors to see if the project can be kept within budget.

Cliff Basler writes from Burnaby, British Columbia, that car No.1207 of the **BRITISH COLUMBIA ELECTRIC RAILWAY** will be on display at 6th and Moberly streets, just south of False Creek in Vancouver. The car was one of three built for service between South Vancouver and Steveston. A streetcar corridor has been acquired by the city, but so far there is no money to install wire and prepare the line to operate No.1207.

A proposal for a bi-county rail system linking **LARKSPUR and HEALDSVILLE** would serve commuters in Marin and Sonoma counties north of San Francisco. Diesel rail cars similar to the RegioSprinters built by Siemens would provide the service in the proposed transit system. Harkening back to interurban days of old, the proposed line would serve Novato, Petaluma and Santa Rosa. Thank Dennis Cavagnaro for the news.

Donald Hansen writes that all is not peaches and cream concerning the **SAN FRANCISCO MUNICIPAL RAILWAY's** new Breda-built cars. The propulsion equipment makes a whining sound that can be heard at least two blocks away, according to residents along the J-Church line. Only a few of the new Breda cars are on the line so far, but some folks are unhappy about the vibration that they cause as well as the noise made during tests in the night hours.

In **DALLAS,** the general engineering consultant to the Dallas Area Rapid Transit was given notice to proceed on the design of the Northeast Corridor, which will link the present line at Mockingbird station with Garland. The go-ahead was also given for the design of the North Central Corridor between Park Lane and Plano stations. The extension to Garland will use a former-Missouri-Kansas-Texas alignment. The corridor to the city of Plano will use a former-Southern Pacific alignment.

Look for 54 new trolleybuses to be delivered to **DAYTON, OHIO.** The Miami Valley Regional Transit Authority has given the go-head to Electric Transit, Inc., to start the manufacture of the new trolleybuses, which will be used to replace the 35 remaining Flyer E-800 trolleybuses purchased by Miami Valley RTA in 1977.

Mitchell Green writes from the **MIAMI** area that a scale working model of the new Miami Intermodal Center was displayed as one of the centerpieces at a public hearing on the project. The transportation center would be immediately adjacent to the east side of the Miami International Airport. It would include facilities for the Tri-Rail commuter line, Amtrak and the Metrorail rapid transit system. It would also serve a proposed new railway to the seaport, a major departure point for cruise vessels.

Opponents are still loading their guns against **NJ TRANSIT's** proposed light rail line between Glassboro and Trenton, with the first section to be built between Camden and Trenton. Residents along the rail line fear that their safety and property values will be harmed. Also, Bill Spoon says that NJ Transit is going to spend $111 million over the next four or five years to add automatic train control and positive train stop systems to all its rail lines. This is in the wake of the deadly commuter rail accident in early 1996 that occurred in Secaucus.

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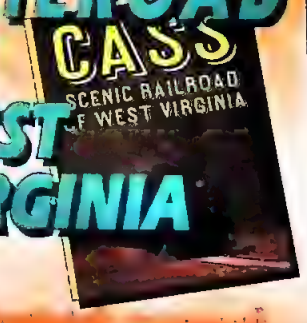

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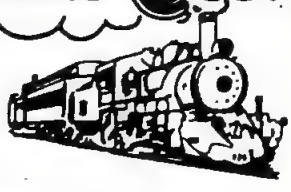

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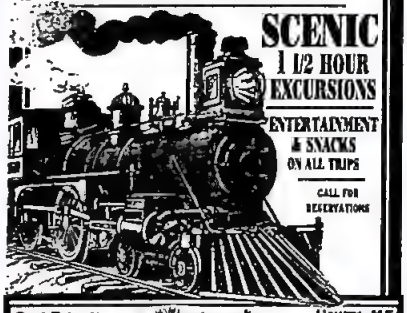

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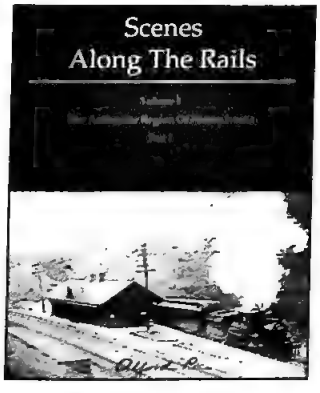

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MARKERS

EDITORIAL COMMENTARY

Steam from scratch

PHOTO: P.J. HUGHES / COLOUR-RAIL

WHEN IT COMES to steam preservation, the British have proven themselves pretty much superior to us Yankees. One of the most remarkable stories to come out of their preservation efforts is, of course, the Barry scrapyard miracle where 213 steam locomotives seemingly destined to be cut up were pulled off the scrap lines one by one. Every one of the 213 went to rail preservation groups, and even though a small handful were saved only for a parts supply for operational sisters, the vast majority will be restored at least cosmetically, and most will probably operate again. There are probably U.S. steam fans still searching for the North American equivalent of Barry, hoping to find a forgotten scrapyard near Chicago (or wherever) containing a New York Central Hudson, a Pennsy T1, an N&W Y6b . . .

Now comes word from Great Britain that a brand new main line steam locomtive is being constructed from scratch (see Mike Walker's story on **page 16**). As Mike points out, this is not a reproduction but rather the 50th locomotive of its class to be constructed. Seeking a donation of $2.00 a week for ten years from 1000 British fans, the funds were secured to build the A1 class 60163 *Tornado*. Soon scenes like the one **above** of A1 60143 *Sir Walter Scott* (scrapped in 1961) outside the Doncaster shed in 1959 will be seen again. If you'd like to know more about or help the project contact the A1 Steam Locomotive Trust, Darlington Railway Centre & Museum, North Road Station, Darlington, County Durham, DL3 6BR, United Kingdom. Internet surfers can reach the trust's own website at http://www.pandora.co.uk/clients/a1_steam_locomotive/ — S.B.

The 1997 Cover One Contest

This year marks the tenth anniversary of the Cover One photo contest where the lucky winner gets to see his or her colorful railroad photo gracing the front cover of R&R. There's also fame and fortune for the winners of the contest — the winner gets $200, the Second Place finisher gets $100, a selection of Runners-Up get $50 each. And the First and Second Place photographers are profiled in WE'D LIKE YOU TO MEET... .

The 1997 contest has no "theme" — any rail subject taken at any time qualifies. The only qualifications are that the image must fit our cover's "full-bleed" vertical format, filling the cover to all four edges, with room for the R&R banner across the top and the UPC bar code in the lower left corner. Beyond that, the judges are strongly influenced by bright, brilliant, sharp, stunning, vivid color. The cover is our number one newsstand marketing tool, and bright color certainly helps.

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Here's the contest's fine print: There is no limit on the number of photos that can be entered by any one photographer, but we generally award only one prize per entrant. Slides and prints are eligible, and your name must appear on *each* photograph. Include your address, phone number and caption information inside your package. Prints sized somewher in the 8×10 to 11×14 range work best, and they should *not* be mounted on a board. Slides should be sent in plastic pages, not in yellow Kodak boxes. Securely package everything — your package should be firm and flat to avoid assimilation by the post office machinery. All entries should contain return postage and packaging. Do not send Cover One entries with any other correspondence, such as news items.

If you use one of the next day carriers like FedEx and want your material returned in the same way, please send a completed and paid-for return airbill. Our street address is 108 Phil Harden Road, Newton, NJ 07860. If you are using regular U.S. mail, send your submission to P.O. Box 700, Newton, NJ 07860.

The deadline is the Tuesday after Labor Day, September 2, 1997. Good luck and think vertical when you shoot — C.K.

SAL's Boylan Tower

If the scene **below** looks familiar, it's probably because we ran a shot taken at this location in Raleigh, North Carolina, on page 64 of the May '97 issue — only that shot was of the scene modeled in HO scale and showed Seaboard Dash 9-44CW's. We received the photo below from John Sullivan of Laurinburg, North Carolina, with the following note:

"When I saw the photo of the SAL Dash 9s, I immediately thought 'I've been there'(*deja vu* all over again?). The enclosed photo was taken off the bridge in the lower left corner of the modeled scene just after the SCL merger in 1967. The former-SAL main turned north here just past Boylan Tower and crossed the 'old' (real) NS just before the tower. The Southern continued east on the tracks to the left; the SAL and Southern shared a double-track line between Cary and Raleigh, North Carolina."

Not much has changed at Boylan Tower in the last 30 years, at least in HO scale — J.B.

The influence of Lee and McCormack

As reported on **page 22**, Steve Lee and Doyle McCormack were awarded the Gerald M. Best Senior Achievement Award by the R&LHS. And while their individual accomplishments are outstanding, the awards panel also recognized their influence on steam programs throughout the west. Bill Withuhn of the Smithsonian Institution, a member of the panel, relates the following:

"Both Steve Lee and Doyle McCormack

KODACHROME: JOHN L. SULLIVAN

BOYKINS TOWER in Raleigh, N.C., was the scene of this July 1967 photo with SAL GP40 1530 on the point. The same scene in HO scale with Seaboard Dash 9-44CW's appeared on page 64 of the May 1997 R&R.

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RAILROAD VIDEO QUARTERLY

May 1997 (Issue #19)

More 1950s! See "Olympian Hiawatha" under wire in Montana, 1952, plus box cabs on freight, and READING end of steam, early diesels plus Reading Street Railway in 1951. Other subjects covered on this two-hour issue are: Mid-Continent Railway, Wisconsin winter steam; CNJ's 1975 re-enactment of the "Blue Comet"; Durango & Silverton business cars; Rail transportation of Boeing 737-700 fuselages; CONRAIL multi-train action at six busy locations, Southern #4501 mainline green to short-line black; plus a few shorter segments. Our growing list of subscribers know - and you should discover - an excellent value for all who enjoy the rich variety of railroading! And we invite YOUR participation! Write us for details.

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RAILNEWS

AN ERIE MAIN LINE EXCURSION operated between Meadville and Cory, Pennsylvania, on April 26, 1997. Freight operations over this portion of the line were recently taken over from Conrail by the Oil Creek & Titusville. The OC&T is owned by the same corporation as the New York & Lake Erie (of Gowanda, N.Y.), the railroad whose locomotive, Alco S2 No.85, powered the special excursion. The ex-Erie main line is interesting in that between Union City and Cambridge Springs, Pennsylvania, the line was grade separated with the eastbound main crossing the westbound main twice. The old eastbound main was torn up in 1988. One bridge of the eastbound main crossing the westbound main still stands at Miller's Station **(right).** The currently used westbound main then bridges over the French Creek at this location creating quite a unique juxtaposition of the two bridges.

KODACHROME: PETE SWANSON

KODACHROME: MARK EYER

TWILIGHT OF THE ORIGINAL GETTYSBURG RAILROAD was occurring on April 27, 1997. The equipment (RS36 No. 70, GP9 No. 39, a flanger, four coaches, one flat car and two boxcars) were at Conrail's Mt. Holly Springs, Penn., yard en route to the Knox & Kane Railroad at Marienville, Pennsylvania. The vintage equipment was moved to the K&K as Conrail special SPL-702.

KODACHROME: ROBERT R. CARPENTER

NICKEL PLATE ROAD MIKADO 587 was at the Monticello, Illinois, Railroad Museum on Saturday, April 26, 1997. After last minute adjustments the 587 **(left)**, along with Wabash F7 1189, ran into Monticello where the 587 was turned on the wye. See RAILNEWS.

KODACHROME PROFESSIONAL: JOHN SMATLACK

WARD KIMBALL'S GRIZZLY FLATS RAILROAD once again moved under steam on April 12 and 13, 1997, with 0-4-0T *"Chloe"* **(right)** pulling home-built excursion cars on 500 feet of right-of-way at the Orange Empire Railway Museum in Perris, California. *"Chloe,"* a 1907 Baldwin, was built as *"Pokaa"* for the WS Company in Hawaii. It was acquired by Ward Kimball in 1948, who rebuilt it into its current appearance. The occasion was a gathering of the Carolwood Pacific Historical Society, with proceeds benefitting the OERM.

have been all-important leaders in keeping the heritage of steam alive on American railroad main lines. Without either one of them, it is not hard to imagine where steam would be in the far West in the 1990s: with few exceptions, cold and dead. Not only have they worked hard to keep their own operations alive, they have also worked hard in the cause of responsibility, professionalism, and safety in steam restorations. Short line and museum operations, too, have been inspired by their example.

"Both men now serve as key members of Federal Railroad Administration task forces working on improving steam safety. Another group on which they serve has already developed a new steam locomotive boiler repair code, which was formally adopted as an American National Standard in 1995. Again, both men are thereby pressing the case for better and more sensible approaches to keeping steam alive into the 21st Century.

"The influence of both Steve and Doyle thus goes far beyond the West. That influence stretches coast to coast, wherever mechanics and railroaders gather to watch a steam pressure gauge rise above zero p.s.i. Doyle McCormack and Steve Lee — and their crews as well — exemplify an entirely new breed of steam operator that has arisen since the early 1970s. This new breed is, in fact, *smarter* about steam than almost any railroader from the traditional steam era, because now practitioners combine knowledge and more kinds of skill than any single mechanic or engineer ever did before. In the past, a mechanic specialized in one or a few systems on the locomotive— the boiler, say, or frame and springs, or machining, or valve setting or other systems. An engineer knew little, actually, about the subtleties of machining, boiler making or complex repairs in the shop. And neither mechanic nor engineer knew the real skills of managing a complicated project from start to finish. The new breed of steam operator knows not just one of these skills, but all of them. The modern operator must know the fundamental relationships between running and maintenance, between thermal performance and capacity or rating, between all the subsystems and overall performance and costs. In developing this new, more educated approach to steam, Doyle and Steve have been national leaders.

"We all owe them a tremendous debt. These awards help, we hope, to repay some of that debt. But the most important thing we can do, as those who admire these men, is to *listen* to them. Steam will not survive unless we heed their patient message: safety, competence, professionalism" — WILLIAM L. WITHUHN.

This is the same theme put forth in Tom Kelcec's article on *Frisco 1522 and the BNSF* beginning on page 38. It's worth noting that both Doyle and Steve have worked closely with the 1522 crew over the years — J.B.

Phone book update

By the time you read this we will have a new area code here at Carstens. We're being tossed out of the 201 area, and our number will now be 973/383-3355. If you accidentally dial 201 you'll still get through until December 31, 1997, albeit with a message from that charming phone company computer voice to tell you the area code has changed.

Steve

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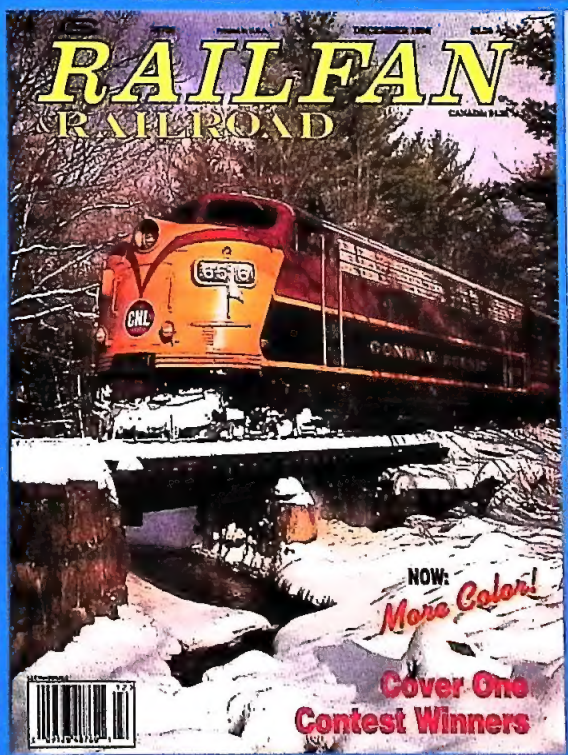

Take a shot at getting your photo on the front cover of the December 1997 issue of *RAILFAN & RAILROAD* by entering our 1997 "Cover One Contest." Send us one or more of your best color transparencies or prints which capture the power and thrill of trains in action. To be considered, images must fit the vertical format of our cover, with room for the *RAILFAN & RAILROAD* title banner across the top. See the August 1997 MARKERS column for details. Closing deadline for entries is September 2, 1997. The First Place winner will appear on the December cover, and the Second Place photo and several Runners-Up will be featured inside. Also, cash prizes of $200 for First Place, $100 for Second Place and $50 each for the Runners-Up will be awarded.

All entries, including winners, will be returned after winners are published.
Send your entries to:

COVER ONE CONTEST
Railfan & Railroad
P.O. Box 700, Newton, NJ 07860

KODACHROME: FRANK NOVAK

GECX SUPER CABS IN UNION PACIFIC COLORS were muscling Conrail train BUEL westbound on Track One through Huron, Ohio, at 6:58 p.m. on Monday, April 14, 1997. The 4007 and 4002 are two of ten brand new General Electric AC4400CW's that were built to cover service availability guarantees in the event of failures.

KODACHROME: PAT FAHEY

NEW POWER FOR THE MBTA has come in the form of 25 former Canadian National GP40-2L's. Numbered in the 9400, 9500 and 9600 classes on the CN, the units will be renumbered from 1115 through 1139 and designated GP40-MC's. The 1115, shown **(left)** at Somerville, Mass., on April 5, 1997, displayed a new lowered cab and flared generator and dynamic brake shrouds. The EMD products have also been equipped with HEP generators.

KODACHROME: JOE CALISI

NEW YORK & ATLANTIC COMMENCES OPERATIONS GP10's 201 and 202 were at the Long Island Railroad's Sunnyside freight yard in Queens, New York, on April 26, 1997. The NYA commenced freight operations on over 263 miles of Long Island Railroad trackage. Present scheduling calls for six trains to be operated each weekday over the NYA, which took over the Long Island's freight operations May 11, 1997, under a 20-year concession from the Metropolitan Transportation Authority, owner of the LIRR. The 201 and 202 **(right)**, two of nine locomotives which operate, are originally Pennsylvania Railroad 7400-class GP10s; while on Conrail they were part of the 7500-class. Other motive power on the New York & Atlantic Railroad includes 4 MP15s (153, 155, 156, 159) which are on lease from the LIRR, and 3 SW1200s (101, 105, 106). See RAILNEWS.

KODACHROME: RICHARD KUNDERT

OMNITRAX SD9 1750 was seen at the Loveland, Colorado, shops of Omnitrax on March 28, 1997. Its former assignments include SP 4375 and Great Western Railway 912. The unit was on the GWR for only one year, when it was deemed surplus due to a downturn in traffic. Sold to Omnitrax, their shops then chopnosed and repainted the unit for its lease fleet. In addition to the paint scheme shown here, other lease fleet units are showing up with a larger "Omnitrax" in white paint on the long hood end.

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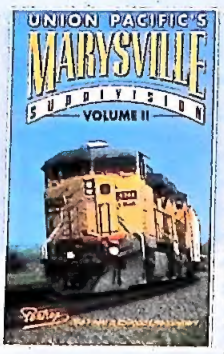

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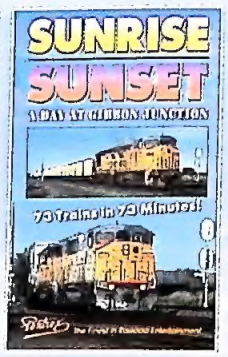

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